

# Bus & Coach

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18 February 2005 Issue 803

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2002 MERCEDES SPRINTER 413 OPTARE SOROCO, 16 recliners, large boot, power door air conditioning.....	<b>RING TO VIEW</b> £42,000
2002 MERCEDES SPRINTER 413 CDI, 16 seats, air conditioning, 3 point seat belts, dark tinted windows, curtains, CD player, 5 speed manual G/B, ABS, ASR.....	<b>RING TO VIEW</b> £42,000
2001 DENNIS R SERIES PLAXTON PANTHER, 49 recliners, crew seat, centre sunken toilet, continental door, fridge, boiler, double glazed, air conditioned.....	£93,000
2000 (X) IVECO BEULAS EL MUNDO, auto G/B, 49 recliners, full spec with air conditioning, video/monitor.....	<b>RING TO VIEW</b> £110,000
2000 IVECO BEULAS EL MUNDO, 49 recliners, full spec with air conditioning, video & monitor	<b>RING TO VIEW</b> £105,000
2000 (W) MAN 18.350 NEOPLAN TRANSLINER, 53 recliners, fridge, video/monitor, air conditioning, alloys.....	£95,000
1999 VOLVO B10M PLAXTON PREMIERE 350, 48 recliners, crew seat, air conditioning, rear sunken toilet, fridge, Telma retarder, rear continental door, rack locker doors.....	£89,000
1999 BOVA FUTURA FHD, 49 recliners, crew seat, air conditioning, centre sunken toilet, continental door, Telma.....	<b>RING TO VIEW</b> £95,000
1998 MERCEDES 814 OPTARE NOUVELLE II, 29 seats, crew seat, air conditioning, 3 point seat belts, rear boot, inswung coach door, radio/tape.....	£35,000
1998 VOLVO B10M BERKHOF AXIAL, 49 recliners, crew seat, air conditioning, double glazing, centre sunken toilet, hot water boiler, microwave, video & 2 monitors, continental door, driver's bunk, Webasto, Telma retarder, exterior finished in white unsignwritten.....	£76,500
1998 VOLVO B10M BERKHOF AXIAL, 49 retrimmed recliners, centre toilet/cont. door, fridge, boiler, webasto, Telma, air conditioned.....	£80,000
1997 SETRA 250 SPECIAL, 49 recliners, rear saloon toilet, fridge in dashboard, 2 crew seats, double glazed, radio/PA/monitor/video.....	£75,000
1996 MERCEDES 814 ROBIN HOOD, 16 seater, air conditioned, power door, to be sold with new MOT.....	£18,750
1995 DENNIS JAVELIN MARCOPOLO, 49 recliners, crew seat, saloon toilet, rear continental door, servery unit, air conditioning, video/monitor, 3-step entrance.....	£36,500
1995 SETRA S210H, 24 Ambiente recliners, 6 tables 2 crew seats, rear saloon, toilet, rear servery, video + monitor, air conditioned.....	<b>RING TO VIEW</b> £50,000
1994 SETRA 210H, 35 recliners, rear continental door + steps + floor panel, air conditioned, fridge by dashboard, curtains.....	£39,950

### VOLVOS

1998 VOLVO B10M PLAXTON PREMIERE 350, 49/53 recliners, crew seat, double glazed, rear sunken toilet/continental door.....	<del>£82,500</del> Reduced to £72,500
1997 VOLVO B10M JONCKHEERE STRAL, 51 recliners, crew seat, rear saloon toilet, continental door, boiler by crew seat.....	£67,000
1990 VOLVO B10M JONCKHEERE DEAUVILLE 599, low driver, 51 Vogel recliners, crew seat, rear sunken toilet, continental door, boiler, double glazing.....	£24,000

1990 VOLVO B10M PARAMOUNT 3200, 57 seater.....	£24,950
1989 VOLVO B10M PLAXTON PARAMOUNT 3200, 53 recliners, rear continental door, Telma.....	£18,000
1989 VOLVO B10M PLAXTON PARAMOUNT 3500, 51 recliners, centre continental door, double glazed.....	£17,000
1989 VOLVO B10M JONCKHEERE DEAUVILLE 599 low driver, 49 recliners, driver's cab door.....	£19,000
1989 VOLVO B10M DUPLÉ 340, 34 Vogel recliners, crew seat, centre wheel chair lift, rear sunken toilet, rear servery, 7 tables, power door.....	£12,500
1986 VOLVO B10M CAETANO ALGARVE, 53 seats.....	£9,000

### OTHER COACHES & MIDIS - MINIS

2000 MAN 18.350 NEOPLAN TRANSLINER, 49 recliners, crew seat, centre sunken toilet, continental door, hot water boiler, fridge in dashboard, double glazing.....	£95,000
1995 MAN 18.370 BERKHOF EXCELLENCE 1000LD, 51 recliners, crew seat, centre sunken toilet, continental door, fridge, hot water boiler, double glazing.....	<del>£30,500</del> REDUCED TO £34,000
1995 TOYOTA OPTIMO, 18 seats, large new boot, interior luggage pen.....	£10,250
1995 MERCEDES 711D AUTOBUS, 24 seats, seat belts, power door, rack, boot, radio.....	£17,000
1995 MERCEDES 814 CRYSTALS, 33 coach seats, power door, rear boot, racks, forced air ventilation, reading lights.....	£19,500
1995 DENNIS JAVELIN GX BERKHOF EXCELLENCE 1000LD, 51 recliners, crew seat, rear sunken toilet, continental door, double glazed, low driver.....	£38,000
1994 TOYOTA OPTIMO, 18 seats, large rear boot, interior luggage pen.....	£7,750
1994 MAN 11.190 BERKHOF EXCELLENCE 1000 MIDI, 22/30 recliners, rear saloon toilet, rear servery, 4 tables, continental door, retarder, radio/tape/PA/video monitor.....	£42,500
1994 DENNIS JAVELIN PLAXTON PREMIERE 320, 53 recliners.....	<b>RING TO VIEW</b> £36,000
1993 DODGE PP160 WS VANGUARD II, 33 semi-coach seats, 3 point seat belts, luggage racks, rear boot, tinted windows, radio/PA, auto G/B.....	£12,000
1992 BOVA FUTURA FHD, 55 newly retrimmed recliners, crew seat, double glazed, demounted centre toilet & continental door.....	£31,500
1990 LEYLAND TIGER 290 PLAXTON PARAMOUNT 3500 Cummins L10 ZFM, 49 retrimmed recliners, crew seat, rear continental door, sunken toilet, drinks machine, Telma, radio/tape/PA/monitor.....	£19,000
1990 MERCEDES 0303 PLAXTON PARAMOUNT 3500, 53 seats, power door.....	£27,000
1990 MERCEDES 609 M2M, 23 seats.....	£3,750
1990 TOYOTA OPTIMO, 18 seater, rear hideaway wheelchair lift.....	£4,500
1989 DENNIS JAVELIN DUPLÉ 320, 57 seats.....	£4,250
1988 SCANIA K112 PLAXTON PARAMOUNT 3500, 49 retrimmed recliners, centre sunken toilet, crew seat, continental door.....	£14,000
1983 LEYLAND TIGER PLAXTON PARAMOUNT 3200, 48 seats, crew seat, rear saloon toilet.....	£3,950



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## **2001 NEOPLAN N316.SHD EUROLINER INTEGRAL 12M**

49/53 recliners, purple/multi-col moquette, centre sunken demountable toilet, double glazed tinted side windows, curtains, courier seat, AIR CON, drinks machine, fridge, wired for TV/video and Voith retarder. Exterior white.



## **2001 IVECO EURORIDER BEULAS EL MUNDO 12M**

48 recliners, green/multi-col moquette, rear floor mounted toilet, double glazed tinted side windows, curtains, courier seat, AIR CON, rear servery with drinks facility, fridge and cupboards, wired for TV/video, power operated driver's and courier's windows, driver's door, automatic gearbox and power operated luggage access flaps. Exterior metallic silver/grey.



## **2001 (Sept) SCANIA L94 VAN HOOL ALIZEE-H 12M**

49/53 recliners, black multi-col moquette, centre sunken demountable toilet, double glazed tinted side windows, curtains, courier seat, aircraft style doors to hatracks, SUTRAK AIR CON, fridge, drinks machine, Comfort shift gearbox, retarder and wired TV/video. Exterior white.



## **2000 VOLVO B10M PLAXTON PREMIERE 350 12M**

49 recliners, red/orange/black moquette, rear sunken toilet, double glazed side windows, courier seat, curtains, AIR CON, aircraft style doors to hatracks and TELMA retarder. Exterior white.



## **2000 IVECO EURORIDER BEULAS STERGO-e 12M**

49 recliners, blue/multi-col moquette, centre sunken toilet, power operated continental door, double glazed tinted side windows, curtains, courier seat, AIR CON, driver's sleeping berth, drinks machine, fridge, wired for TV/video, driver's door, and power courier's and driver's windows. Exterior white.



## **2000 VOLVO B10M BERKHOF AXIAL 12M**

51 recliners, blue multi-col moquette, centre sunken toilet, double glazed side windows, courier seat, curtains, AIR CON, fridge, drinks machine, Webasto pre-heater and wired TV/video. Exterior white.



## **1998 VOLVO B10M VAN HOOL ALIZEE-II 12M**

53 recliners, black multi-col moquette, double glazed side windows, courier seat, curtains, Webasto pre-heater, inswinging entrance door, alloy wheels and no rear window. Exterior white.



## **1998 SCANIA K113 VAN HOOL ALIZEE-HE 12M**

49 recliners, blue multi-col moquette, centre sunken toilet, double glazed side windows, curtains, courier seat, AIR CON, fridge, drinks machine, driver's berth, Comfort shift gearbox, retarder, alloy wheels and wired TV/video. Exterior white.



## **1997 DAF SB3000 IKARUS 350 12M**

53 recliners, grey multi-col moquette, double glazed side windows with pull-down blinds and courier seat, Exterior white.



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## TGM sells former Crystals operation to Metrobus

Tellings Golden Miller Group plc has announced that it has reached agreement to dispose of its Dartford operations, run by its wholly-owned subsidiary, Tellings Golden Miller Buses Limited, to Metrobus Limited, a subsidiary of the Go-Ahead Group plc.

When Tellings acquired the former Crystals operation in Dartford in August 2003, it intended to develop its South East London operations by expansion. However, the opportunities for expansion originally perceived by the Board have not materialised in

the short term.

Metrobus, with its headquarters in Crawley, was bought by Go-Ahead in 1999. It already has depots at Orpington, Crawley and Gatwick, running over 330 buses and employing nearly 1,100 people.

TGM has also announced that Transport for London has re-awarded Tellings the R68 and R70 routes in South West London, together requiring 21 buses. The R68 operates between Kew and Hampton Court, the R70 between Richmond and Hanworth.

## ComfortDelGro results

Full year results for ComfortDelGro, the world's second largest land transport company, reveal that the company's turnover exceeded two billion Singapore Dollars (SGD) for

inspections/assessments. The bus operations include Metroline, which has acquired both F.E.Thorpe & Sons and Armchair (E.H.Mundy) in recent months. Across the group, bus revenue



ComfortDelGro's Metroline operation recently acquired London operator F.E.Thorpe and Sons.

he first time at SGD2,140,400,000 (£690 million), an increase of 13.6%. Profit after tax rose 50% to SGD200 million (£60 million).

The group's core businesses are taxi, bus, rail and vehicle

increased by 11% to SGD1.07 billion (£345 million). Metroline benefited from higher scheduled mileages operated at better rates, an increase in new routes and the strength of sterling. In Singapore, reduced staff and depreciation costs on scheduled bus operations led to increased profits despite marginally lower bus ridership and higher fuel costs.

## Translink orders

Translink has confirmed more details about the large new vehicle orders it will shortly be placing, though the full contracts have yet to be finalised. The company is seeking vehicles in six categories. Preferred suppliers have so far been announced in four of these categories. They are: touring coaches, Volvo - Plaxton; double

deck, Volvo - Alexander Dennis; Goldliners (inter city), Scania Irizar; and minibuses, Optare. These four categories will account for a total of around 200 buses.

There will be further orders for the single deck bus and double deck coach sectors, but preferred bidders have not yet been named in these categories.

## Arriva buys German operator

Arriva plc has announced the acquisition of the Sippel Group, one of Germany's largest privately owned bus operators, for £15.4 million. An additional maximum consideration of £2.1 million is payable against performance targets up to 2008. Sippel had a turnover of £22.8m in 2003, employing 740 people and operating 220 vehicles.

Sippel's main activity is as a sub-contractor of services for municipal clients throughout the Rhine-Main area, including in and around the cities of Frankfurt, Mainz and Wiesbaden. It also provides special scheduled services to private sector clients such as Frankfurt Airport.

Arriva points out that the German bus market, like the rail sector, is evolving towards competitive tendering, and the Rhine-Main Public Transport

Agency has already started the process of contracting out bus services. It is anticipated that it will progressively subject all regional routes to tendering over the next few years.

Bob Davies, Arriva's chief executive, said: 'The German public transport market is the largest in Europe, with the bus and rail sectors rapidly moving to a competitive tendering environment. This acquisition allows us to participate in future tenders for bus services in one of Germany's most important economic regions. Sippel has an excellent reputation for delivering high quality services to its customers and we look forward to working with the management and employees of this successful business to capitalise on further opportunities in this market.'

## Sixties theme for Brighton Rally Dinner & Dance

The 51st UK Coach Rally will be held at Brighton on the weekend of 16/17 April. The successful formula of last year's Dinner & Dance, with its fairground attractions including dodgems and stalls, is to be repeated at this year's event, to be staged at the Hilton Brighton Metropole on

Saturday 16th. If you like to dress up, why not join in the (optional) 1960s dress theme, for which B&CB will be sponsoring the prize.

Order your tickets now, priced at £55 each, from Ann & Paul Cousins, Coach Displays Ltd, telephone 01753 631170 or fax 01753 655980.

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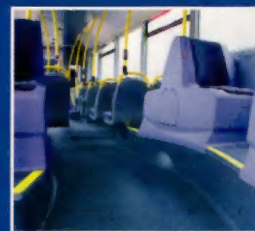
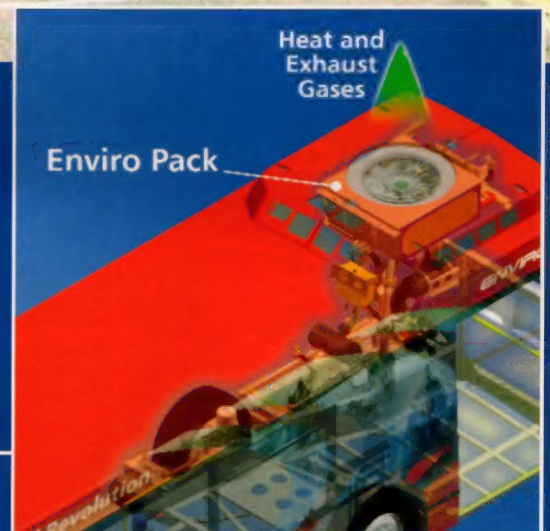
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## 1999 MERC 814 PLAXTON CHEETAH

29 seats, power door, large boot,  
3 point belts, 1 owner, M.O.T Mar 06



## 1996 VOLVO B10M VANHOOL

49 reclining seats + courier, centre toilet,  
cont. door, a/c, M.O.T Dec 05



## 2001 VOLVO B10M BERKHOFF AXIAL 50

51 seats, double glazed, centre toilet, cont. door, a/c,  
two TV and video, fridge boiler, 1 owner, M.O.T Dec 05



## 1998 VOLVO B10M VANHOOL T9

1 owner 53 reclining seats + courier, double glazed, curtains,  
air con, ZF automatic gearbox, plug door, new, M.O.T

### CONTACT

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## KMB places first B9TL chassis order

KMB of Hong Kong, has placed an order for 25 double-decker buses from Volvo Buses. This is the first order from Hong Kong for Volvo's new B9TL chassis. The three-axle B9TL low-floor chassis has Volvo's 300bhp nine-litre, Euro 3 engine, and a six-speed automatic ZF transmission.

They are to have bodies built in Ballymena by Wrightbus with room for 124 passengers. Seating for 53 is provided on the upper deck and 27 on the lower deck, as well as 44 standees and a wheelchair place. All will be delivered by October this year.

## RTC members visit the UK

Members of the Regional Transportation Commission of Southern Nevada (RTC) this week saw at first hand the test and development programme underway for the Alexander Dennis Enviro 500s that will go into operation in Las Vegas later this year.

The first of the new-look vehicles was given the thumbs-up by June De Voll, RTC's transit operations boss, who said: 'These vehicles will have to operate in

extreme weather conditions. In the summer, for instance, the



The first RTC Enviro 500.

temperature in Las Vegas often soars to over 110F (39C) and that puts enormous demands on the cool down systems. We're delighted at what we've seen this week. They will bring a new dimension to transit operations in Las Vegas.'

The first of 50 Enviro 500s will be shipped in the summer and after extensive driver training programmes will go into operation on the Las Vegas Strip in September.

## Improved Volvo results

AB Volvo reported net sales of SEK201,496m (£15,202.5 million) for the 2004 year, compared with SEK174,768m (£13,186 million) in 2003. Figures for the fourth quarter were up from SEK48,733m (£3,676.8m) to SEK57,113m (£4,309.1m). Net income increased in the final quarter from a loss of SEK2,886m (-£217.7m) in 2003 to a positive figure of SEK3,494m (+£263.6m).

Figures from the bus operations show that the final quarter was a particularly good one for the company. Operating income rose from a loss of SEK96m (-£7.2m) in the last three months of 2003, to a positive figure of SEK167m (£12.6m) in the final quarter of 2004. Whole year figures showed a profit of SEK185m (£14m) compared with a loss of SEK361m (-£27.2m) in 2003.

Year on year deliveries increased from 7,817 in 2003 to 8,232 in 2004. Last quarter deliveries rose only slightly from 2,343 to 2,359 though the outstanding order backlog ended the year 32% higher than a year ago at 4,450 orders (2003: 3,383). Deliveries increased in all markets except Mexico, where the overall market dropped by 15% in 2004 and China, where, 'the low price segment increases while the upper segment stagnates.' Volvo's share of the European market remained static at 14.4%.

Among significant deals concluded in the year were a strategic alliance with ArvinMeritor over the supply of axles and the acquisition of the remaining 50% stake in Prevost and NovaBus for US\$83m (£44m) following the collapse of Henlys Group plc.

## Buzzlines joins Guild

Buzzlines has become the latest member of the Guild of British Coach Operators. Welcoming the Kent based operator into membership, Guild vice chairman, Steve Whiteway, of Epsom Coaches, said: 'I am delighted

that Buzzlines have demonstrated their ability to meet the exacting standards required of all Guild members. We look forward to their contribution to helping all Guild members to up the game in the coach industry.'

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2000 (W) Scania L94 - Irizar Century	£115,000.00
49 Recliners; Rear W/C; Rear cont' door; A/C; Auto	
1998 (S) Volvo B7R - Plaxton Prima	£69,500.00
55 Fixed, Crew, Auto	
1998 (R) Volvo B10M - Plaxton Excalibur	£79,500.00
49 Recliners; Centre W/C; Centre cont' door	
1997 (P) Volvo B10M - VanHool Alizee	£79,500.00
46 - 49 - 53 Recliners, Rear W/C; Rear cont' door; A/C; Telma	
1996 (N) Volvo B10M - Jonckheere Deauville P45	£69,500.00
49/53 Recliners, Centre W/C; Centre cont' door	

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# ARRIVA

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 2004 DAF SB4000XF auto VANHOOL ALIZEE T9, 51 reclining seats, rear toilet, air con  
 2004 DAF SB4000PF auto VANHOOL ALIZEE T9, 53 reclining seats  
 2001 EOS 90 auto MAN eng, 48 reclining seats, rear toilet, air con  
 2000 EOS 90 auto MAN eng, 46 reclining seats, rear toilet, air con  
 2000 DAF SB3000 auto VANHOOL ALIZEE T9, 49 reclining seats, centre sunken toilet, air con  
 2000 DAF SB3000 auto IKARUS 396, 49 reclining seats, rear toilet, air con  
 2000 SCANIA K124 C shift VANHOOL ALIZEE T9, 49 reclining seats, centre sunken toilet, air con  
 1999 DAF SB3000 auto VANHOOL ALIZEE H, 49 reclining seats, centre sunken toilet, air con  
 1999 EOS 90 man MAN eng, 48 reclining seats, rear toilet, air con  
 1999 OPTARE EXCEL auto CUMMINS 215 bhp eng, 44 seats, 21 standees, buggy space  
 1999 MERCEDES 412D auto WHITACRES, 14 seats with 3 point belts, large rear luggage  
 1998 DAF SB3000 man VANHOOL ALIZEE H, 51 reclining seats, centre sunken toilet, air con  
 1998 DAF SB3000 auto VANHOOL ALIZEE H, 49 reclining seats, rear toilet, air con  
 1998 EOS 90 man MAN eng, 49 reclining seats, rear toilet, air conditioning  
 1998 EOS 90 man MAN eng, 48 reclining seats, rear toilet, air conditioning  
 1997 DAF SB3000 auto IKARUS 350, 53 reclining seats  
 1996 DAF SB3000 man PLAXTON PREMIERE 350, 53 reclining seats  
 1996 DAF SB3000 man VANHOOL ALIZEE DH, 51 reclining seats, centre sunken toilet, air con  
 1996 DAF SB3000 auto VANHOOL ALIZEE H, 49 reclining seats, centre sunken toilet, air con  
 1996 EOS 90 man MAN eng, 49 reclining seats, centre sunken toilet, air con  
 1996 EOS 90 man MAN eng, 51 reclining seats, rear toilet, air con  
 1996 EOS 80 man MERC eng, 30 reclining seats, rear toilet, air con  
 1995 DAF SB3000 man VANHOOL ALIZEE H, 51 reclining seats, centre sunken toilet  
 1994 DAF SB3000 m/ret VANHOOL ALIZEE DH, 51 reclining seats, centre sunken toilet  
 1993 DAF SB3000 auto VANHOOL ALIZEE H, 51 reclining seats, centre sunken toilet  
 1993 DAF SB3000 auto VANHOOL ALIZEE H, 51 reclining seats, rear toilet  
 1993 DAF SB3000 man VANHOOL ALIZEE H, 49 reclining seats, centre sunken toilet, air con  
 1992 DAF MB230 man VANHOOL ALIZEE H, 53 reclining seats  
 1992 DAF MB230 man VANHOOL ALIZEE H, 51 reclining seats, centre sunken toilet  
 1992 DAF SB2305 man VANHOOL ALIZEE DH, 53 reclining seats  
 1991 LEYLAND TIGER man PLAXTON PARAMOUNT 3200, 53 reclining seats, single glazed  
 1988 DAF SB2300 man DUPLÉ 320, 57 seats  
 1988 SCANIA K112 man PLAXTON 3500, 51 reclining seats  
 1987 SCANIA K112 man PLAXTON 3500, 55 reclining seats  
 1985 LEYLAND TIGER semi PLAXTON PARAMOUNT 3500, 49 reclining seats, rear toilet  
 1983 SCANIA man JONCKHEERE JUBILEE 50, 51 reclining seats, centre sunken toilet

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## n e w s

### Unilinx sees 10% growth

Since Wilts & Dorset Bus Co took on the Unilinx network serving Bournemouth University last September, passenger numbers have increased by 10%. The five year contract, to operate three services formerly operated by Yellow Buses, has been the subject of investment worth £600,000, including four new East Lancs bodied Volvo double deckers and the recruitment of 15 additional drivers.

"Since the Unilinx launch we have had very positive feedback from both students and staff who use the service. We expected the change to be popular and are delighted with the early success," said Stuart Laird, Site Operations Manager at Bournemouth University.

Encouraged by the growth in utilisation, Andrew Wickham, Operations Director at Wilts & Dorset, is now considering a number of recommendations, including slight route alterations.

### Vehicle space sold out at Coach & Bus Live 2005

The organisers of Coach & Bus Live 2005, which will take place at the NEC Birmingham 5-6th October this year, claim that all available vehicle stand space has now been sold or reserved. Alexander Dennis, Plaxton, Neoman, Irisbus (UK), Optare, Toyota GB, Moseley Distributors, Salvador Caetano and Marco Polo have committed to taking space at the event.

Show organisers Expo Management confirmed that all available vehicle stand sites have now been booked or reserved, with stand reservations across the whole event already accounting for a total of over 100 exhibitors and more than 80% of total available floor space taken.

A new feature of the event will be the opportunity for drivers with the appropriate licence to put the latest coaches and buses through their paces on public roads at a special outdoor demonstration facility, with the chance to put their skills to the test on a special course run by Coach Displays Limited. The active involvement of the Brighton Rally organisers, who will be managing all aspects of the vehicle driving test activities, is another positive endorsement for the new biennial event.



## New logo and new target for BUSK

As it celebrates 12 year of working to make school transport journeys safer, the pressure group BUSK has launched a new logo. The new emblem aims to reflect

problems that transport operators and drivers come up against on a daily basis, and part of our expansion plan is to educate people about this aspect.'



### BUSK's new logo.

BUSK's plans to expand its work to encompass the travelling public in general.

Director of BUSK, Pat Harris, commented: 'BUSK has been exceptionally successful in achieving what it set out to do, but this does not mean that we can now sit back and relax when it comes to the safety of children. It is our success that means we can now expand the work we do to include the travelling public in general. We believe that the public don't always appreciate the

Among its objectives, BUSK aims to encourage parents to take more responsibility for their children whilst they travel on public transport. It hopes to communicate the need for the general public to set a good

example to children and young people by belting up where belts are provided and behaving courteously towards the drivers and the vehicle.

It wants to stress the important role of the driver and educate the public on the necessity to pay the going rate for transport, to support the better operator. It claims that good operators are 'often undercut by the cowboys who have little thought for the safety of their passengers.'



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## news

### Carlisle postscript

You've read about the damage caused by flooding in Carlisle to the fleets of Stagecoach and Stacey's Coaches. Another victim of the inundation was the premises of Border Tours/Cumbria Coaches, which these days concentrates on commercial maintenance rather than operating. Proprietor, George Palmer, has contacted B&CB to tell us about his 1973 Volvo B58 Duple Dominant 1 Mark 1. The company had been gradually refurbishing this very early example of the breed, complete with K19 gearbox, manual clutch and 'no fancy electrics.'

Like so much of Carlisle, the coach was flooded; the water stopping just sort of the seat

squabs. Undeterred, George and his son Andrew disconnected the air filter at its lowest point, cranked the engine in the reverse direction to remove any fluid from the six cylinders, and engaged the starter, for one compression at a time, until they were sure there was no hydraulic. Tentatively, they gave it a few turns and then engaged the starter proper. It thought about it and then, hey presto, a 20 second jet of dirty water shot from the exhaust, and it was running, fittingly at first, but enough to get mobile.

Sadly, the coach, which was new to Skills of Nottingham as FTV10L will probably now be written off.

### Meanwhile...

### Stagecoach scraps all 85 flooded buses

Stagecoach Carlisle has had to scrap all 85 buses that were in its Carlisle depot during the floods of early January. It had been hoped that at least some of the 24 low-floor vehicles involved could be repaired. But after a meeting with insurers, the company has reluctantly agreed to write off all the flood-damaged vehicles at a total cost of £2.9 million.

Nigel Barrett, managing director of Stagecoach North West, told B&CB: 'We have had to write off every one of the 85 vehicles because the cost of repair was prohibitive. They are all category three write-offs, which means they are suitable for scrap only and can

never go back on the road.' Sixty one of the buses are currently in the yard of TL Harvey in North Staffordshire and the remainder will be removed from the Carlisle depot in the near future.

Services are being maintained with buses borrowed from other depots, only seven of which are low floor. Nigel Barrett said Stagecoach was doing everything it could to obtain new low-floor buses. He had had discussions with Perth regarding next year's new vehicle allocations, 'to see whether any could be added on, or allocated to Carlisle, but it was too early to give a timescale or an idea of numbers.'

### Real time report charts progress

The DfT has published the 2004 edition of its annual survey of bus real-time information (RTI), which has been expanded to include Welsh as well as English services.

According to the DfT, the survey paints a picture of significant, steady growth over the past three years, and continued expectations of growth in future. Among the findings are that the proportion of RTI-equipped vehicles outside London (which was already almost fully equipped) has risen from around 5% in 2002 to almost 25% today, and is projected to rise to 43% by the end of 2006.

Since 2002 the number of RTI displays at bus stops has almost doubled from around 2800 to over 5200, with a further increase to over 8000 expected by the end of 2006. In 2002 virtually no RTI was available by other means. Now,

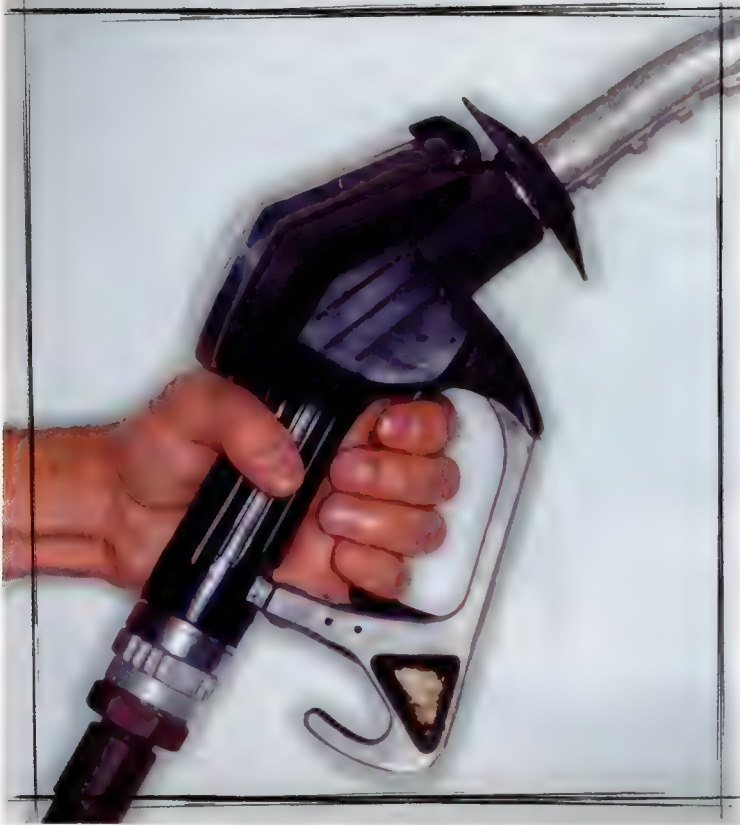
travellers can track many services over the web or using their mobile phone, and these services are set for dramatic increase over the next two years.

The Survey was supported by the Real Time Information Group (RTIG), the national industry grouping of local authorities, bus operators and systems suppliers. Bill Tyson, Chair of RTIG, commented, 'We have achieved a lot, but there is much more to be done. We now have to deliver on all these expansion promises. I'm confident that by working together, as we have been doing, we can achieve these targets. In the end we want to do the best for the travelling public.'

The Survey report is available free of charge from the RTG website and can be accessed via the DfT's [www.dft.gov.uk](http://www.dft.gov.uk) website.



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# Dennis R300 Berkhof Axial

It often pays to be cautious about buying the first examples of a new type of coach. It might be the runaway success the manufacturer hopes for, but then again, it might only enjoy a limited production run. One coach that looked a good bet on paper was the Dennis R300. This was the short-lived smaller engined version of the Dennis/TransBus R-Series rear engined chassis. It featured the Cummins ISC engine, rather than the bigger Cummins ISM unit in the R340/R410, and was designed as the successor to the popular Dennis Javelin chassis. In the event, only two were ever completed, both carrying Berkhof Axial 50 coachwork. We've been speaking to the operators who bought them about why they did so and what they think of them.

When the R300 Axial was announced (or R250 as I believe it appeared on some literature) by Berkhof at the 2000 Show, Dennis had already been preparing the market for the arrival of its new rear engined coach chassis for well over a year, and B&CB had carried articles on the progress of the Plaxton Paragon bodied Cummins ISM engined coach, (B&CB Issues 563, 2 June 2000 & 577, 8 September 2000). Thus the announcement that Berkhof was to be bodying a version of the chassis with the smaller 8.3 litre Cummins ISC unit, similar to that fitted in the Javelin GX, was something of a surprise. The launch leaflet featured a photograph of a Banstead Axial 50, though it was a Javelin model delivered that year rather than an R300.

The R-Series is a premium design with disc brakes all round, a fully diagnostic multiplex electrical system, air suspension with independent front suspension, and traction control.

Roger Heard, the Sales Director of Dennis at the time, recalls that the R300 and R340/410 were designed alongside each other on a modular

differences and the ISM powered version has a bigger compressor.

Prior to the R300, Berkhof had offered quite an array of coaches on the Javelin chassis, as well as

standard Javelin 245, six were 8.5m 1000 Midis, nine were 10m 1000s, 24 were 12m 1000 models with normal driving positions, and 16 were 12m 1000LDs. On the 12m Javelin GX there were eight 1000LDs, 20 1000s (all new to Scan Coaches) and a pair of 1000Ls (for Buddens). The Excellence



some low floor bus bodies on the Lance SLF and even a few LHD Darts. The first Berkhof bodied Dennis I can remember was a demonstrator on the Dorchester chassis back in 1983, which had Espirite 350 coachwork and was later sold to Bullocks of Cheadle. Berkhof's Excellence 1000

1000 and 1000LD (low driver) were 3.5m high and the Excellence 1000L and 1000 Midi were 3.3m high.

For the 1997 season, the Dutch manufacturer started supplying its new Axial 50 body. There were eleven 10m Axials and one 12m example on the Javelin 245, and no less than 70 on the more powerful 12m Javelin GX chassis. All Axial and Excellence bodies on Javelin chassis were 2.50m wide, but there were quite a variety of length and height options. For those who wanted a lower height option, the Excellence 1000L was replaced at the beginning of 1998 by the 2.55m wide Radial model, which The Londoners took the first of. Only 14 Radials were built before the manufacturer shut its UK operations, nine were 245s and five were GX300s for Epsom Coaches. The closure announcement was made in January 2001 and in June the Basingstoke premises closed, with Volvo Coach Sales taking over the marketing of Berkhof products.



principle. 'Apart from the engine and gearbox, they are exactly the same,' he said. 'They even have the same radiator on both, but with the fan running slower on the C series, which has noise benefits.' There are also minor pipework and electrical

was the first coach body to be offered in any quantity on Dennis chassis when AVE Berkhof started supplying it on the Dennis Javelin in 1991. A variety of length options were offered including 8.5m, 10m and 12m. In total, some 85 Excellences were mounted on Javelins. Of those on the

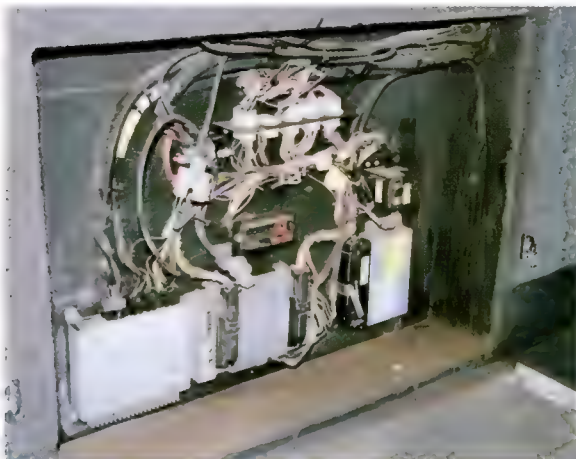
Greys of Ely in Cambridgeshire operate 15 vehicles including an all-Dennis front line coaching fleet, backed up by four Mercedes minicoaches and a couple of older contract vehicles. As well as a number of Plaxton bodied examples, Greys had bought two Excellence 1000 Javelins in 1997 and two Radial 57 seaters on the same chassis in 1999/2000. Richard Grey explained, 'We decided to buy an R300 just as they came out.' He went to the Valkenswaard factory and was shown which of the chassis stood there was to be Greys'. Equipped with 57 seats, a size that Greys find



considerable demand for, it has now covered 146,000 kilometres and has been joined by two Plaxton Paragon bodied R340 manuals.

'We had some teething problems because the system was loaded with management software for an American truck, which conflicted with the Actia system for the Dennis. The chassis is multiplex but the body is hardwired.'

'When we had had it for between six and eight



weeks, it stopped dead at the Dartford Tunnel with all the lights on. Dennis sent someone who plugged in a laptop but couldn't do anything because it wouldn't interface. They had to disconnect the batteries to turn everything off. They towed it to Woking and it stayed there for thirteen and a half weeks. It turned out, they said, to be water ingress in the emergency engine push button switch in the box beneath the back bumper.'

'It later went back again for a fuelling issue. When you accelerated it would drop power and then go again, especially in third and fourth gears. They took it away and stripped everything from the tank to the engine. They changed all the fuel lines, pump and ignition for new and it sorted it.



They then put the parts off our coach on a test-bed vehicle, but it would never replicate the problem.'

'Just recently, in October 2004, it wouldn't start, after it had had a new engine management ECU. Unless you have the software it is difficult to diagnose these problems. Having recently investigated it, we're about to invest in software to enable us to identify any faults. You can get the

lead interface and Actia software from Plaxton for £650, which is good value for money. We should then be able to buy the chassis software to go with it.'

'There is no local agent, so if there is a problem we ring Dennis Alexander who have two busy people on the road. It's usually Alan Holland who comes, and he's mustard. If we can't fix it he will at least know where to start. When we first bought it agents were unfamiliar with R-Series so they used to come here and not know what to do.'

After the initial problems, Richard claims, 'We don't get any chassis problems now. It hasn't had a clutch yet - the drivers know to pull off in first, and we don't have any autos - in fact we've never changed a clutch on an R-Series. On the Javelins we can't do them in one and a quarter days. We've got the legs and the table so it's an easy process.'

'The engine is the Cummins ISC unit. It is regularly doing 12-13mpg on long distance work and never drops below 10-11mpg. Compared with the Javelin it is very accessible and easy to work upon. We had to have the hydraulic fluid tank bracket strengthened under warranty because movement snapped the weld on the original.' The electrical panels are easy to access too. That for

the body is behind the first offside luggage locker door, out of the way of the elements and passengers, while the chassis panels is within a central panel in the rear bulkhead of the luggage bay. 'It's easy to get to, it all unclips, whereas you have to undo 12 screws on the Plaxtons.'

'Bodywise it's better than the Plaxton in terms of corrosion. It's now three and a half years old and the paintwork is all original. It is all painted, there are



no decals. When we bought it, the service from VDL was very good. It was a very easy process, considering how far

away it was. We had previously always bought stock vehicles. We did a job when we'd had it a couple of years and the people asked us if it was brand new.'

A strength of the design is the massive luggage hold between the axles, which on Greys' 57 seater is unencumbered with a toilet unit. Richard commented, 'we do airport work and work for an orchestra and choir with it, and it swallows their

kettledrums and the like. There's never a problem with luggage. We've done European tours with it and there are no issues to be aware of. Although it has 57 Vogel recliners, the spacing and legroom are good, we've never had anyone complain.'



Very few body issues have arisen. 'The only thing was a new peage window six months ago, because the seal went on the double glazed unit and it started going misty. There was no problem sourcing it. It's the only thing it has needed other than some plastic guides on the seatbelts, which is normal wear and tear. One thing that impressed me was that all the cabling for video and television

was already in place. They didn't ask if I wanted it and we haven't needed it, but it comes as standard.' Richard also likes the way the roof mounted air conditioning is fitted with minimal ingress, so that rack space is not lost. He commented, 'of the three Suttrak air conditioning systems, this will run exceptionally cold if you want it to. In Paris last year it was brilliant, 38 degrees outside and like a fridge inside.'

'It was the first time we'd seen a Veeder Root pop-out tachograph, we'd always had the speedo head sort before. It works well and is neater. It was also the first we had with ABS and switchable



traction control. When you take it to have the tacho checked every two years, you have to completely disconnect the ABS control unit, otherwise, on the rolling road, the vehicle thinks it is slipping and takes itself down to around 11mph.'



'One the road it is very, very smooth with independent suspension at the front. The ride quality is very good, better than one of the two Plaxtons, which is no doubt down to the settings. The only thing I find is that, because it is a 57, rather than an executive, the steering can feel a bit light compared to the others, because all the weight is at the back. The steering is more car-like, you don't need to over adjust.'

'If we could buy another like it, we would. It's been a very good workhorse,' Richard concluded.

Dudley Haynes bought his R300 in 2001 following two Berkhof Excellence 1000Ls and an ex-stock Axial 50 on Javelin 300GX chassis. He had previously bought Plaxton bodied Javelins. 'We had been quite happy with the Javelin,' he said. 'At the time David Waterman told us that they would discontinue the Javelin and the R Series was the option, but then there was the

very similar to the two other R-340s we bought afterwards, which came out at a similar price.' All three are to similar specifications, with 53 recliners, a courier seat and air conditioning. 'They have no continental door which was a bit unusual for Berkhof, and also for Plaxton.'

'The high floor Berkhof body has been excellent. Berkhofs are pretty sold and all of ours have been as good, if not better, than our Plaxtons. I've no complaints. Passengers like



them. They've got good legroom for a 53. There's a slight step at the back, with the rear five sat higher than the rest, which doesn't happen on the Plaxton, but nothing like the old DAFs where you sat there with your head touching the roof.'

Banstead's R-Series trio all have ZF manual gearboxes with intarders. The 340s have different clutch plates but the same cover and all have had replacement clutches. They're a little heavy on them. What happens is that the thrust bearings seize. You have to take the box out to sort it out, so you may as well put a fresh clutch in while you're at it. They are the worst ever tool to bleed the clutch on, it took me about a day the first time. The R300 is probably due for another before the season. That's the problem with rear engined coaches that aren't automatics.'

'The Cummins ISC engine has plenty of power for what we want. Obviously the ISM has more, but it doesn't seem that much more considering it is three litres.'

Considering the fact that it was the first of its type, the number of difficulties has been minimal. 'We've had no real problems with it, said Dudley. 'If you leave it more than a couple of days without starting it, the batteries go flat, even though they have a device on them that is supposed to stop it happening. Once you know it happens you

make sure they get started regularly.'

Within the first year there was an ABS problem that Dennis sorted out. The toothed wheel on the hubs corroded and we had to have two complete

discs fitted. It was all lap-top stuff and we don't have the lap-tops here. The Berkhof body is hard wired and the chassis is multiplex, whereas the later Plaxtons are fully multiplex. It is easy to change the brakes. It's a nice lump. Mechanically, it's caused us no problems,' said Dudley. 'I keep in touch with David and Richard Grey at Ely and we let each other know if there's anything to look out for,' he added.

Compared with the Javelin 300GX with the same body, the R300 is nipper, because the 24 valve ISCe has electronic engine management, rather than throttle and injector pump. It's nice to drive. Our drivers love them.'

'For standardisation, I would have bought an R300 again, but it wasn't available. I thought it

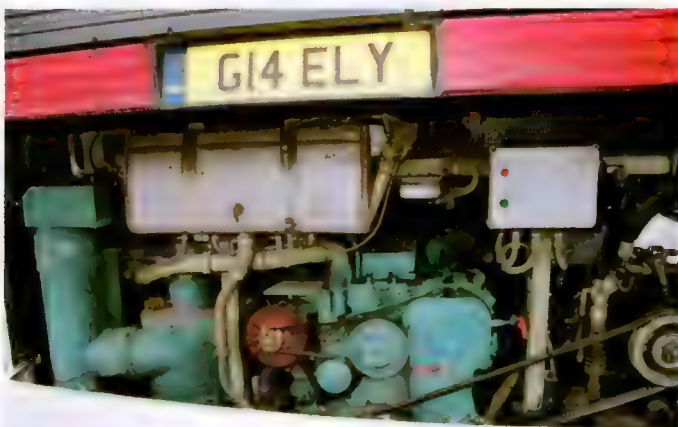
would be more economical than the bigger R340, though I don't actually monitor the consumption. The following year we couldn't buy the Dennis Berkhof combination and Plaxton didn't body the smaller engined version. We asked, but they told us they didn't want to go through the type approval for it.'

'I think if we were to try and sell it we'd take a bit of a loss, because there weren't many made,



though I haven't tested the water. We're not in the habit of selling at this age and we've no plans to dispose of it before any of the Javelins. We'll keep it between 12 and 14 years.'

During my research some confusion arose over exactly how many R300 chassis were built. Maurice Bateman, who was with Berkhof UK at



MOD order.' Delivery was a couple of months later than expected, and it was registered with a personalised Y plate on 27 June 2001.

Despite the rarity of the model, it has not been any trouble, as Dudley explained. 'It's been OK,



the time, was able to clear this up for me. He confirmed that the original order had been for seven. Apart from the two described in this article, there was a third completed and sent to Berkhof, but this was returned when the company decided to close its UK operation. Interestingly, Maurice also revealed that there must have been slight differences between the chassis specification of

been a drawback to sales in this sector. It is likely that the R340 would still have been a more popular choice, as the cost difference between it and the R300 would not have been great.

I understand that the interest from Salvador Caetano, the third bodybuilder to have built on the R-Series, was in the bigger engined variants rather

won a number of friends, though perhaps not as many as Dennis envisaged when the model was launched. Likewise the Javelin, underpinned by Lex purchases for MoD contracts, has attracted a substantial amount of ongoing business from



the Banstead and Greys coaches because Banstead's was designated SFD121BR1YGC, whereas Greys' (and the unbodied chassis) were of the SFD131BR1YGC variant, though he did not know what the difference was. The chassis for the Banstead coach was delivered to Valkenswaard on 29 December 2000 and the Greys chassis followed on 10 January 2001. I have been unable to ascertain what happened to the unbodied chassis.

Two other facts that Maurice revealed shed more light on the situation. Firstly, that the deal between Dennis and Berkhof was that Berkhof had exclusivity on the R300 chassis, and secondly that, following Berkhof UK's decision to withdraw from the UK, both operators that had placed orders were given the opportunity to cancel them.

Some questions were raised by my conversations with Richard and Dudley, which I put to Plaxton Marketing Manager, Andrew Warrender, who was with Plaxton at the time the R-Series was introduced. Why exactly had Plaxton declined to body the R300? He explained that, 'As Roger has pointed out, the chassis was basically the same as the ISM engined versions, as such there was little benefit likely to be offered by the smaller engined version, and Plaxton saw only a limited demand for it which would not have justified the cost of developing and supporting it in the aftermarket.' He could see no reason why it would not have been possible to package the R300 with a Prima body for Interurban use, but the lack of a conventional automatic transmission option would have



than the R300. In the event, the continuation of the Javelin enabled Waterlooville to continue offering the Cutlass body on the Javelin, while the Vila Nova de Gaia plant in Portugal mounted the Enigma on the R-Series.

The R-series continues in production and has

independent operators, many of which have chosen it as the basis for 70 seat school coaches with Plaxton's most recent body design; the Profile.

Dennis appears to have been hedging its bets by developing the Cummins ISC powered version of the R-Series chassis alongside that with the ISM, and once Lex indicated a preference for the Javelin, its survival beyond Euro 3 was assured. Berkhof might well have continued to take the R300, but once the decision to close Berkhof UK and market through

Volvo instead had been made, there was clearly no future for it. As a result, what might have been a popular combination was limited to only two examples. One of them initially spent rather longer off the road than a purchaser would have wished, but has since been fine, which suggests that, in the long run, neither will turn out to have been a bad purchase.

As Richard Grey commented, 'I suppose this is the equivalent of the Javelin Profile now. It might have gone this way if Lex hadn't placed a big Javelin order.'



# The Eagle has landed - Autosan A1012T Eagle School Bus

**T**he A1012T Eagle is a new product for the UK, produced in Poland by Autosan, and imported by BMC Holdings. Autosan made its UK debut at the last Coach and Bus Show, where it showed three left hand drive vehicles and the first right hand drive model from the Eagle family. The UK specification debutante was the School Bus version of the Eagle coach, but there are plans for other models from the extensive Autosan range to be imported. This includes everything from very basic school buses to luxury coaches.

BMC Holdings are also involved with bringing the Chinese built King Long products to the UK market, the first example of which is due imminently. It seems that the plans are that BMC Holdings will import BMC, Autosan and King Long products side by side, but will choose from each range those models best suited to the market. This will ultimately give them a wide range spanning from minibuses up full size single deck buses and coaches.

Some might think it strange that BMC should bring in a second school bus when it is already importing with some success the model produced in Turkey by BMC. There are, however, fundamental differences between the two vehicles. The BMC is front engined and of basic specification, whereas the Autosan is rear engined and has the added advantage of luggage accommodation, about five cubic metres of it, located in underfloor lockers. It has to be said that these lockers are somewhat restricted by the presence of the heavy chassis frame passing through them.

The first Eagle is built as a school bus, providing seating for 67 in a 3+2 arrangement, but I understand that the intention is to also bring the

The Eagle has a conventional ladder frame with rear engine mounted in-line with the chassis. Power comes from the popular Cummins ISBe

air suspension system are both from ZF. The suspension has the usual raise and lower facility. Braking uses drums all round plus ABS and ASR.

The body is manufactured from stainless steel



engine, which develops 250bhp (184kW) at 2,500 rpm and has a maximum torque figure of 950Nm at 1,500 rpm. Drive is via a single plate assisted clutch to the familiar ZF 6S.1600 manual trans-

square tubes with chrome nickel steel panels and the usual GRP front and rear mouldings. Luggage bay flaps and the rear engine bay door are in aluminium.

A single outswing plug door is fitted at the entrance, where there are an initial three steps from the ground, followed by a further step into the saloon. The floor is virtually flat with only small wheelarch intrusions. At the rear there is a further step up, on which the penultimate row of seats is mounted, and finally the rear seats are set on a further raised plinth.

Polish manufactured seating is used for the 3+2 school bus seating, which features three point lap and diagonal belts.

Glazing is gasket fitted with top slider openings to five of the windows. Other features are two glazed tinted roof vents, parcel racks and a radio cassette and PA system.

Heating is a conventional hot water convection system with a separate facility for the driver's cab and de-misting. Full air conditioning is available as an option.

The Eagle is 12m long with a front overhang of 2.6705m, wheelbase of 6.0m and a 3.3m rear overhang. The overall height is 3.37m and the width is 2.5\*m. The unladen weight is 10800kg.

There is nothing flashy about the Autosan but its understated styling is quite pleasing. Don't be deceived into thinking that this a Third World vehicle with Third World quality standards,



Eagle in as a coach with 55 seats. There is no doubt that it would be an ideal day tour coach and, with a price tag of around £100,000, could well prove popular, especially since it is using well known, proven components.

mission. An automatic transmission variant will be available shortly. A Telma retarder is fitted with either foot or hand lever control.

Both steering and drive axles are Polish built FON Rodomsko units, but the power steering and



because it isn't. The Poles have a good reputation for vehicle building, as I saw last year when taking part in the Bus Eurotest. Volvo, MAN and Scania all build vehicles in Poland and the quality

standards of their products stand comparison with any others. The same is true of the Autosan. The standard of body panelling and fit was very good, as was that of the internal trimming.

Some operators want their school buses to look like school buses, others want the vehicle to be more coach like and have wider utilisation - the Autosan Eagle fits the latter bill nicely. It is an attractive if understated vehicle.



The cab is well laid out, offering the driver a good view of the road ahead.

### On the Road

With BMC's John Mulkeen and Peter Bieganski (pronounced beeragangski) we took to the road in the Eagle. Peter is one of a number of Poles employed in the UK by BMC and it was he who had been back to Poland to bring this vehicle to the UK. In Poland, Peter was a teacher, but he can earn far more in the UK than he can in Poland, hence the move. John Mulkeen told me that all the Poles they employ are excellent workers.



The cab on the Eagle is quite well laid out, but I did have some problems with it. The steering wheel is comparatively large in diameter and fairly flat. I have short legs and I found it impossible to get the perfect seat position to give me good pedal comfort and a full view of all the instruments. I had to compromise with a seat position which left me a little short of the pedals, but able to see most of the speedometer. It was not an ideal situation, as I later became painfully aware, because when travelling at speed on the

motorway the tension in the right leg was tiring. I felt it would have been better if the steering column could be moved.

I am also rather critical of the speedometer

position. This is to the left of the dash whilst the rev counter is in the centre. I would have preferred them the other way around. The rev counter also has no colour segments, which I would have appreciated to help me achieve optimum changes and therefore fuel consumption. The speedometer also has the larger graduations and figures for kilometres. I still prefer the mph figures to be bigger, especially on a vehicle

like this one, which is primarily for operation on mainland UK.

These comments aside, the rest of the dash was well laid out, with all switches in logical places and well-positioned indicator lights, door opening switches and park brake.

The gear lever is also suitably located and at a comfortable height, though I would like to have had the gear pattern on the knob.

Starting up the Eagle revealed that Autosan had paid a lot of attention to acoustic dampening because, the vehicle was remarkably quiet.

Leaving BMC's crowded yard, we headed up to the roundabout under Junction 3 of the M6 and onto the A444 heading for Burton-on-Trent. This excellent road is a favourite test route of mine because it involves lots of twists and turns, plenty of rise and fall, adverse cambers plus a couple of small villages and variable speed limits, to add a little spice.

The first thing you notice about the Eagle is that it has bags of power and plenty of low down grunt. First gear barely gets you moving but the other ratios are well spaced giving nice smooth progression up the speed range. The box was understandably stiff, but, as usual with a ZF, after it had warmed up a little it was possible to make nice smooth changes and even block changes without problems. The clutch was pleasantly light.

Vision though the big screen is excellent and the A-posts do not obscure vision. There was quite a lot of wind noise around the sliding driver's window, which probably needed adjusting, but apart from that the fairly bluff styling did not seem



to induce wind noise.

The nearside mirror is mounted preying mantis style on a forward facing arm but the offside one is mounted on the body at cantrail height. This means that it is partly obscured by the trim panel above the driver's window. It might be better to put that mirror on a mantis type arm as well, or mount the mirror on the body, but lower down. The mirrors gave good vision and were free from vibration. I would have preferred them to be bigger but that is a pet gripe.

The Eagle rode the rolling A555 well, but there



was a need to correct the steering quite often to stay on line. In fact, the front end felt a little light - a common sensation with rear engined vehicles. The coach was unladen and might not exhibit this tendency when loaded, or perhaps suspension bellows pressure at the front needed some

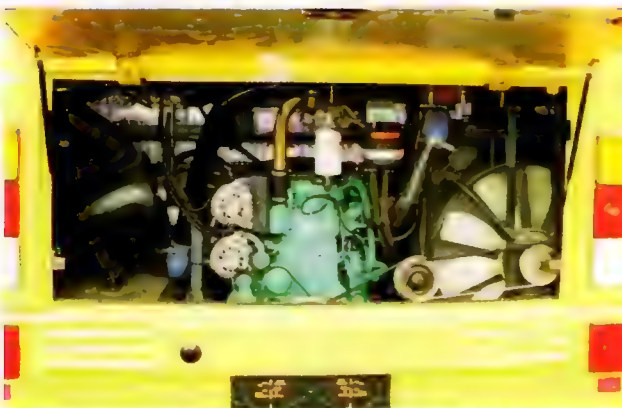


adjustment to bring a bit more weight to bear. The body was very tight without any movement, rattles or squeaks and even cornering at speed induced little or no body roll.



On what was a sunny but quite cold day, my passengers told me that the heating system was keeping the coach comfortable. Certainly, the separate driver's system kept me perfectly comfortable.

Braking was excellent, smooth, safe and true even using just the foundation brakes, but the Eagle has a retarder and this was well set up. It gave instant retardation from notch one, plus nice



progression up the scale, resulting in little need to use the foundation brakes at all. The Eagle has optional foot or hand operation of the retarder - I prefer hand operation and the little hooked lever set on the left, rather than the usual right of the column, was easy to use without taking your hands off the wheel.

The Eagle burred along quite happily on the A444 with quiet docile manners. Easy changes at around 1,500 revs and use of the retarder helped contribute to a smooth transition.

Just short of Burton we turned south onto the M42 to see how the Eagle would perform at speed. We were soon cruising at 100kph, at which point the engine was pulling 2,400 revs and was remarkably quiet at the front. There was no increase in wind noise, except around the signalling window, and the handling manners remained very good.

We stopped at Tamworth services and I put

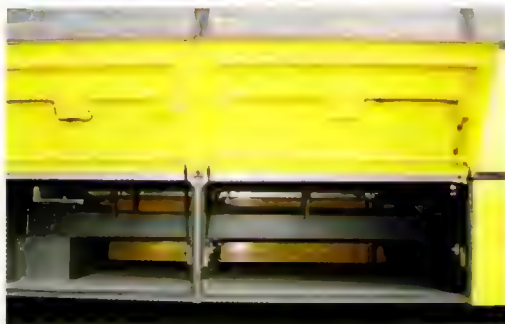
Peter in the driving seat to try the saloon from the passenger viewpoint. First I checked the noise level at the rear, which was very good even at full speed. There is the distinctive turbo whine, but it is quite muted.

Although the seating is fairly basic I found it comfortable and vision through the large windows excellent. Even the back seats were not compromised in this respect by the curve at the bottom of the last side window.

The ride was smooth and there was

no pitching or tossing. The only shimmer was on the windows with opening sliders. The ambience was also very comfortable. There was a little intermittent body resonance at speed, which may have disappeared, had the vehicle had a good load on.

BMC Holdings has come quite a long way in a short time. Last year they registered 76 vehicles and with contracts like that for the 30 BMC Schoolbuses being delivered to West Yorkshire PTE, 2005 has already started well. They have recently taken over a second unit opposite their original base in Bedworth, Coventry, close to Junction 3 of the M6. You can spot this building from the M6 - it's the pinky-purple one. I'm led to believe that this is King Long's corporate colour! The organisation is also about to take over the unit immediately behind their original unit, which is frankly very cramped. I understand from John Mulkeen, Marketing Manager of BMC UK, that the plan is to have



separate units for buses, coaches and trucks.

I liked the Autosan Eagle. I felt it offered a good package at an attractive price - real value for money. It was well built and well finished and its

performance was excellent. Attention to a little bit of detail will bring this new entrant right up against the competition, most of which is substantially more expensive



The particular vehicle I drove is destined for Maynes of Buckie in Scotland and will be joining them shortly, following homologation and CoF in



the next few days. It's a very long way from Coventry for a launch vehicle to be placed, but when I spoke to Maynes at the NEC last year they were already talking about the possibility of a second.

Although BMC have chosen to bring in the school bus variant first, I have a feeling that it could well be the day tour and excursion market where this vehicle will find its niche.

It looks attractive, has clean, simple, uncomplicated lines and it should prove economical to operate, making it a potential money earner.



# Coaching in Northern Ireland

I was recently invited to judge the Annual Coach Operator Awards for 2005 on behalf of NIICOA, the Northern Ireland Independent Coach Operators Association. This involved touring around the Province looking at operators' fleets and premises and talking to them about their businesses. It enabled me to obtain a very clear view of what it is like to run a coach operation in Ulster, the problems operators face, and their thoughts about the future.

Ulster is not an easy market in which to operate as an independent. The market is dominated by the huge State controlled conglomerate Translink, which operates the majority of scheduled bus and coach operations in the Province, as well as running the railways. It runs its bus and coach fleets under two names: Citybus, which provides scheduled services in and around Greater Belfast; and Ulsterbus, which provides services outside the capital.

Both operations are known outside of Northern Ireland for having a large but rapidly ageing fleet of vehicles. The last Bristol REs were only phased out last year and Ulsterbus is still running plenty of Leyland Leopard and Tiger vehicles. Fleet replacement is underway. Translink recently announced major orders for new vehicles, but the backlog of replacement will take a long time and a

Jennifer and son-in-law Niall, runs a limited stop scheduled service linking Londonderry with the Belfast International and City Airports, and is very successful at doing it.

Things are beginning to change and through powerful campaigning by NIICOA, particularly its feisty CEO Karen Magill, there is now a consensus amongst the authorities that the system has to be overhauled and the playing field levelled. The next twelve months will undoubtedly see the beginnings of a sea change for the independent operators of Northern Ireland. But are they ready for it? Based on my observations they are not only ready for it, but have the skills and the determination to achieve it.

Chambers also run a large fleet, xx, of Plaxton Cheetahs as well as some smaller minicoaches including both Mercedes Sprinters and Varios. For school work they also operate a few Euro Coach Builders Clady and Loxia models mounted on the Mercedes Atego chassis.

The bulk of the Chambers fleet is maintained



The largest coach in Northern Ireland is this 84 seat 13.84m Scania K124 Berkhof Axial decker operated by Chambers. Another will join the fleet in 2005.

## Large operations

The Northern Ireland independent coach scene is dominated by two big players: Chambers of Moneymore, in County Tyrone and Logans Executive Travel of Dunloy, near Ballymena, in County Antrim. These two operators have by far the largest independent coach fleets in the Province. Chambers operate over 50 vehicles, predominantly on tour work, private hire and some school contracts. The bulk of the fleet is made up of ten 12.2m Scania K114 Irizar PBs bought last year,

with more to follow this year. The PBs are replacing Scania Irizar Centurys. The company operates a two year replacement programme for its main fleet. Alongside the PBs and Centurys the company also operates a pair of Iveco EuroRiders with Plaxton Paragon bodies which were purchased when CoachEurope went to the wall. They recently took delivery of the largest coach in Northern Ireland a 13.84m Scania K124 6x2+2 with 84 seat Berkhof Axial double deck bodywork. Another will follow shortly. Chambers have operated double deck coaches for some time and at one point had three Ayats Bravo 1s operating. They are still running one but it is likely to be sold when the new Berkhof Scania arrives.

using maintenance contracts.

The company is very efficiently run and has invested heavily in recent years in embracing new technology, including fitting all vehicles with accessible GPS systems, so that vehicles can be monitored when away from base. A Triscan KissKey fuel monitoring system is in use. With this technology, Chambers are able to totally monitor all aspects of the business.

Logans, which runs its fleet under the Corporate Coaching name, is broadly similar to Chambers covering a similar pattern of work and again operating over 50 vehicles. The large coach fleet is totally Volvo. Logan's is another operation that turns its vehicles at a young age. All the main fleet are Volvo B12Ms with Plaxton Paragon bodywork. A further 12 will be joining the fleet this year and will be the first 12.8m versions in Ulster. A nice touch on the vehicles is the interior trim, which is an exclusive moquette produced for them by Holdsworths. It incorporates a Celtic symbol to



Almost the standard small coach for Northern Irish operators is the Mercedes Vario. This one operated by JMB Tours is 29 seater built by Euro Coach Builders of Eire.

lot of investment to clear.

The Province has a good bus system. There are few places, even tiny villages, that don't have some sort of service. In addition there are the various County Health and Education Boards which operate some of the schools service and what, in the rest of the UK, would be called community transport services.

Theoretically, any operator can bid to operate any registered service, but, to win the right to do so, you have to prove that you can do it better than the incumbent operator and they have to agree that they cannot match your proposals. In practice this makes it very hard for an independent operator to operate scheduled services. One or two have managed to achieve it. The most notable being Airporter, from Londonderry, who we have featured before in these pages. Airporter, run by Brian and Norma Smyth, together with daughter



The standard touring coach for Logan's large fleet is the Volvo B12M with Plaxton Paragon body. This year twelve will join the fleet, the first 12.8m versions in the Province.



reinforce the company's Irish credentials, but it has been designed so as not to upset sectarian feelings.

Logans also operate a large fleet of Plaxton Cheetahs as well as other Mercedes and LDV based minicoaches.

The flagship of their fleet is the ex Tory Party battle-bus, another Volvo Plaxton but with a sumptuous interior and a high level of interior equipment. It is used for corporate work.

### Medium operations

The vast bulk of the Northern Ireland independent industry consists of operators with between five and fifteen vehicles, the bulk of them with less than ten vehicles. For most of these there is just not the level of work currently available to warrant investment in new large coaches although many do buy new smaller coaches. For most, when it comes to buying a new large coach, they look to the secondhand market and buy from both mainland UK and from the Republic. The condition of these vehicles is, in the main, exemplary. During my visit I saw many vehicles well into the autumn of the lives, which were being maintained to an

up of minibuses and minicoaches, usually on the Mercedes Benz Vario chassis, with a wide variety of bodywork or conversions.

### Small operators

There are also quite a lot of small Northern Irish operators with less than five vehicles. Typically, they will have one or perhaps two big coaches but the bulk of the fleet will be made up of minibuses and coaches. Representative of these is Classic Coaches at Analong, near Kinsale, in County Down, an absolutely beautiful part of Northern Ireland, which for some unaccountable reason is not often visited by tourists and not promoted by the Tourist Board. If you're planning a Northern Irish tour it could well be worth adding to your itinerary.



Richmond Coaches is a typical medium sized operator. They operate three modern Scania K114 Van Hool Alizee coaches and like most Ulster operators run a number of smaller vehicles, in this case Euro Coach Builders Varios.

exceptional standard, both internally and externally.

Amongst those that do buy new coaches are Richmond Coaches of Lisburn in County Antrim, who have standardised for their large vehicles on Scania K114s with Comfort Shift manual transmissions and Van Hool Alizee bodywork. For their smaller vehicles they choose Mercedes Varios bodied by Euro Coach Builders.

McDermott Coach Hire from Portaferry in County Down are Volvo fans. They have a small fleet comprising Volvo B10Ms with Plaxton Premiere and Jonckheere bodies and an older one with Plaxton Supreme bodywork used for schools work. They bought a new Volvo B12M Jonckheere Mistral two years ago and followed that up last year by buying a similar vehicle but one fitted with Volvo's I-Shift - the first one in Ulster. So impressed have they been with this coach that another will follow this year. For smaller vehicle requirements they are using Plaxton Cheetahs. JMB Coaches of Draperstown in County Londonderry, also bought new last year, becoming the first Northern Ireland operator to run Mercedes Benz Touro Coaches. They have a pair of them and, despite some initial teething problems, have been happy with them. Another is due to join the fleet this year. JMB also operate Mercedes Vario minicoaches.

The bulk of operators, as I have said, operate secondhand vehicles and usually only one or two large vehicles. The bulk of the fleet is usually made



For their long distance and continental tours JMB Tours bought a pair of automatic Mercedes Touros last year and will add another this year.

Passengers will love it. Standing in Classic's yard, the views of the Mourn Mountains is absolutely spectacular. Contrasting with Classic is GG Taxis of Kilrea in County Londonderry. Gerard McClosky, who runs GG Taxis

, operates only minibuses including a Ford Transit, a Mercedes Sprinter and a Mercedes Vario, all of which are immaculate.

### Owner drivers

There are also quite a lot of owner-drivers in Ulster. Amongst those I met was Robin McAvoy of McAvoy Travel at Greyabbey in County Down. He operates a specialist service providing tours for specific groups, Women's Institutes, anglers, classic vehicle enthusiasts, and others. He took a party to the Showbus Rally at Duxford last year and came away with an Award, of which he is very proud.

Robin bought a brand new coach this year moving up from his previous Euro Coach Builders bodied Varios. He chose the BMC Probus Club 850 because the specification was just what he was looking for. He has had a great deal of trouble with the vehicle but fortunately has always managed to maintain his commitments. Despite the problems he still believes in the concept of the vehicle and is planning to swap for a new one this year.

### Tours

One or two operators run extensive tours programmes of their own. Executive Travel in Londonderry has a considerable programme of tours within Ireland, the UK and Europe. The company also promotes holidays for the local newspaper. Dessie Lynch operates a small fleet of mini and midcoaches and the current pride of the fleet are a pair of Indcar Eco3s mounted on the MAN 11-220 chassis. These were bought new from Noones in the Republic and are very nice coaches, as I found when I tested one some time back. Regrettably, Indcar no longer build this model, so Dessie is likely to switch to Beulas MidiStar on the same MAN chassis.

JMB also have a very extensive programme of tours, which the founders, Brendan and Josie McBride, generally take themselves, using one of the new Touros. They have a client list of over 5,000 and many of their tours are booked up immediately they are announced. Brendan says that it is rare for them to have to cancel a tour for lack of custom.

### Premises

One of the most impressive things about virtually all the operators I visited was the standard of their premises. Most of them had excellent workshops, hard standing and vehicle wash areas. There is still very much a tradition of operators maintaining



McDermotts Coach Hire became the first operator in Ulster to operate a Volvo B12M with I-Shift. Another will join the fleet this year again with Jonckheere Mistral bodywork.

vehicles themselves, including bodywork and painting, but even those who use contract maintenance schemes also had impressive facilities for carrying out minor jobs and routine maintenance. Many of them were also investing in new facilities. McDermott Coach Hire have just completed construction of an impressive



workshop and by the time this article appears should have completed work on a large area of hardstanding with vehicle wash facilities. Both Richmond Coaches and Chambers have plans for new facilities even though their current ones are good.

Paul Lynch of Lynch's Coaches of Castlederg in County Tyrone is technically classified in Ulster terms as a large operator though not in the class of Chambers or Logan's. He operates a fleet of four Ford Transits and four Mercedes Varios ranging from 24 seats to 33 and has recently bought a new 29 seat Vario from Euro Coach Builders. Paul also has three large coaches including a pair of Plaxton bodied Tigers (one manual and one semi-automatic) and a Volvo B10M Van Hool Alizee. He has recently completed construction of a new garage and yard with fuel bunkering and a vehicle wash area, that would be the envy of many on the mainland, whilst small operator GG Taxis has also completed major work on new facilities of the highest quality.

One of the fascinating things about most of the businesses I visited is that they are young, mostly under ten years old. I tried to find the catalyst that

controlled bodies like Translink, the Education Boards and the CT partnerships. It was the realisation by a few operators that the industry



Chambers of Moneymore have recently up graded their touring fleet with a batch of 12.2 metre Scania K114/Irizar PB coaches. More will follow this year.

was on its knees that gave rise to the birth of NIICOA. These operators are proud of their businesses, which they have built from nothing, but few realised that if they got together they could become a power,' she commented.

'If I can use an analogy, one man breaking one stick can do it easily, asked to break twenty sticks he finds it more difficult, asked to break 200 sticks and he finds it impossible - but a group of men working together can easily break the sticks.'

'In the last two years the Association has initiated and developed good partnerships and formed a strong bond with the UK organisation the CPT. We have got ourselves noticed here in the Province by the power

enforcement authorities.

\*\* Established a new partnership with the CTA removing community transport conflicts.

\*\* Seen the CEO become a member of the Transport Advisory Committee, Project reference Group and Accessible Transport Strategy

\*\* Set up a Schools Committee to bring forward proposals for improving school transport.

\*\* Secured Government funding for a comprehensive driver training programme.

\*\* Negotiated long term insurance facilities to stabilise and improve insurance premiums.

\*\* Helped members secure £1million in Bus Challenge Scheme funding in the last three years.

\*\* Acquired thorough knowledge of the legislation and used that knowledge to gain benefits for operators.

\*\* Initiated a process of raising the public profile of the private coach industry in the Province.

\*\* Raised the profile and credibility of the Association to a level where its importance is recognised at Ministerial level.

The list is impressive and shows the tremendous amount of effort and dedication that the membership and its officers have put into changing the status quo. Northern Ireland has had its current 'public transport' shape for over 70



Robin MacAvoy is a typical Ulster owner driver. He bought this BMC Probuss Club 850 last year and entered it in Showbus 2004.

had caused this upsurge. Certainly it was not the freeing up of the licence situation, as that has yet to really come about. Three things seemed to have conjoined to give optimism and tempt new operators into the market. The first is a desire to do it themselves, particularly those who had worked as drivers for Ulsterbus; the second is the burgeoning economy of the Province and, the third is the dramatically improved political situation.

The Ulster independent coach industry is in good spirit and poised to make a major impact provided the controls are relaxed and the playing field made more even.

## NIICOA

NIICOA has done an outstanding job for the industry. Formed just over two years ago it has grown and become a powerful voice. Whilst in Ulster I asked CEO Karen Magill what she felt had been the major achievements of the last two years.

'Two years ago, the private coach industry here was a disparate collection of operators with little or no communication between them. There were several reasons for this, but it was mainly due to the uneven playing field and the fight for the small percentage of business that was available, once you took out that which was given to State

brokers and purse string guardians and what is more important we are being taken notice of and being listened to more and more. We now sit on, or have input into, all the main bodies involved in planning and controlling public transport in the Province. We have a long way to go, but we are on the road and we are getting there. The next two years will see major changes in the way transport is operated in the Province.'

The list of achievements NIICOA claims over the past two years is impressive:

\*\* Legislative change allowing towing of trailers.

\*\* A range of benefits for members including technical and operational advice, training, support, liaison and information.

\*\* Established excellent relationships at all levels with relevant Government agencies.

\*\* Become a member of the Ireland Transport Study Group responsible for monitoring the ten year Regional Transport Strategy.

\*\* Instigated a working group with licensing and



Airporter from Londonderry are one of the few operators running scheduled services. Theirs operate between Londonderry and the Belfast International and City airports. Typical of their fleet is this Esler Touring coach.

years and you cannot expect to change it overnight, but clearly NIICOA is making change happen and that can only be good for the industry and the people of Northern Ireland.

**By Rob Orchard**



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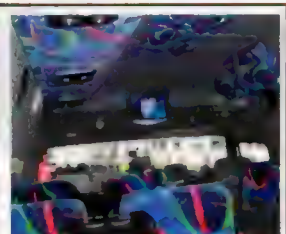
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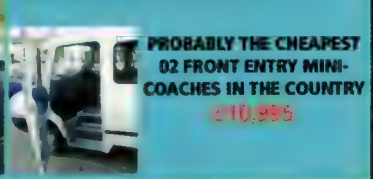
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 17 seat factory minibus, LWB, High roof, SLD, latest spec Ford Dura Torque Engine and Gearbox, H/B seats with 3 point inertia belts, latest interior, interior lighting and full sound system, still under factory warranty... **£12,495**



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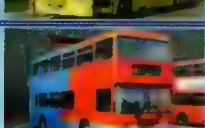
## 1983 A REG LEYLAND OLYMPIANS

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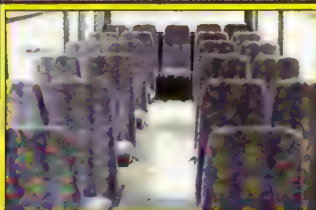
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**£85,000**

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**£9,500 + VAT**

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803/1014169/FC



## 1999 'T' Ford Transit 120

SWB disable bus, 58,000 miles, rear tail  
lift (Ricon) 51 d, long 2005 MoT. Choice  
of two, white paintwork. Very good  
condition **£7,895 + VAT**

All credit cards accepted  
**Parkway Commercials**  
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**Mobile: 07831 312879**

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## 1999 Bova Futura

49 seats, TV, video,  
fridge, drinks machine,  
WC, centre sunken toilet.  
MoT Feb '06.

**£87,000 + VAT**

**Tel: 07966 415527**  
**(South Yorkshire)**

803/1014159/FC

## Sale Due to Driver Shortage

**1995 EOS 90 51st Exec**  
Air con, rear saloon WC, boiler,  
fridge, TV video, retarder, rear  
cont. door, courier seat  
**£53,950 + VAT**

**1994 EOS 90 49st Exec**  
Air con, rear saloon WC, boiler,  
fridge, retarder, rear cont. door,  
courier seat **£53,000 + VAT**

**Or buy the two for  
£100,000 + VAT**

**Phone Alan on 01761 434625**

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## N. IRELAND

## 1985 55 seats Volvo B10M Van Hool

Refurbished inside,  
reconditioned engine,  
fantastic bus all round

**£15,750 + VAT**

**Tel: 02890 742444**

803/1013856/FC

## Plaxton Cheetah 2002

29 seater + courier,  
TV/video/CD, PA  
system, forced air,  
reading lights,  
excellent condition.  
MoT and taxed

**For further details  
call 0131 333 4044**

803/1013978/FC

## 1986 VAN HOOL MAN ACRON

11 months MoT. Good condition.  
**£5,000**

## 1990 PLAXTON SBR 3000

Double deck coach.  
12 months MoT, DAF powered  
**£10,000**

**Both ready for work**

**Contact Mark or Al  
on 0151 653 0222**

803/1014231/FC

## Hunters of Loanhead Offers for sale

## 1999 Volvo B10M Mk4 Van Hool T9

49 seater, centre sunken toilet,  
continental door, hot water  
boiler, video, monitor, seat belts,  
owned and maintained by  
us from new

**£100,000 + VAT**  
**Choice of 2**

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803/1013978/FC

**1997 IVECO BEULAS**, 51 seater exec,  
MOT 5/05, vgc, white, private reg  
**£70,000 ono**

**1991 PLAXTON 4000 DAF**, 74 seater,  
d/decker, video, etc, plain white, sold with  
12 months MOT **£22,500 ono**

**1986 OPTARE LEYLAND REDLINE**, 33  
seater, no MOT **OFFERS**

**1977 PLAXTON BRISTOL**, 33 seater, no  
MOT **OFFERS**

**1987 FIRE ENGINE DODGE**, MOT exempt  
**OFFERS**

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used last few years as diner bus has 12  
tables, good runner, no MOT **OFFERS**

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**1995 VOLVO B10M  
CAETANO ALGARVE II**  
49/53 centre mounted toilet, drinks, air  
con, fridge, TV, video, radio CD, repaint in  
any one colour, 1 year's MoT  
**£49,000 + VAT**

**1998 VOLVO B10M  
PLAXTON PARAMOUNT  
3200**

59 seats, radio, CD, 1 year's MoT,  
repaint any one colour  
**£19,950 + VAT**

**Brentwood Coaches**  
**01277 233144**

803/1013814/FC

## Griffiths Coaches North Wales

For sale one of the following Volvo's:

**1998 Berkhof Axial 53 seats**, low  
miles, exe. condition **£62,000**

**1995 Jonckheere 45**, 49 seater,  
centre toilet, TV etc **£45,000**

**1990 Jonckheere Deauville**, 49  
seater, rear toilet, re-trim seats, new  
panels + re-spray **£25,000**

**1990 Jonckheere Deauville**, 49  
seater, rear toilet, new MoT **£21,000**

**1987 Jonckheere P599**, 49 seater,  
rear toilet **£10,000**

**T Reg Bristol VRT**, double decker  
MoT June '05 **£1,000**

**Tel: 01248 670530**

803/1014222/FC

## 1995 VOLVO JONCKHEERE DEAUVILLE

51 recently re-moquetted seats  
with leather inserts, P/P, toilet,  
drinks, fridge, radio, pa, dvd.  
Absolute mint condition, full  
MOT **£52,500 + VAT ono**

**Vehicle open to any  
inspection**

**Haytons Executive  
Travel**

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## 1998 VITO 108D

8 M2 seats, air con. Silver.  
1 yrs test **£7,995 + VAT**

## 1999 VARIO 614

16 Seater, air con, large  
luggage bag, one years  
test, white **£17,500 + VAT**

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New MoT, 68 seats  
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803/1013856/FC

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49 seats,  
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Excellent runner.  
New MoT

**£24,000 ono**

**Tel: 07710 808331**  
**(Midlands)**

803/1014211/FC

## 1986 Bova Ventura

53 seater, continental  
door, new clutch,  
all new tyres and brakes.  
MoT til August.  
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seats, video, 3 monitors **£85,000**  
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24 seats service bus **£4,000**  
**VOLVO B19M PLAXTON 1996**, 49 seats,  
toilet **£50,000**  
**Volvo B10M/Jonckheere Mistral 1998**, full  
exec 49 seats, air con **£65,000**  
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# FORECOURT

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*Due to vehicle upgrade we offer the following vehicles for sale. All are in daily service and have current MoT's and maintained to our high standard.*

1986 Volvo B10M	Duple 320	57 Std	£6,200
1986 Leyland Tiger	Duple 340	57 Std	Cont Door £4,100
1986 Leyland Tiger	Plaxton Paramount 3200 II	53 Std	£4,500
1985 Leyland Tiger	Duple Lazer II	55 Std	Fully Auto £1,500
1982 Volvo B10M	Duple Dominant SDIV	57 Std	Semi Auto £2,000
1980 Volvo B58	Plaxton Supreme IV	53 Std	Semi Auto £1,500

(All prices plus VAT)

Also large selection of brand new spare parts for MK1 Toyota Optimos Ring for list  
WANTED: 49 reclining seats plus driver & courier seat for 1987 onwards  
MKIII Plaxton Paramount.  
Must be good condition & set of 57 seats out of MKII Plaxton Paramount  
For further details or arrange to view contact: Alastair Gray 01392 469210 Office Hours  
07850 038707 evenings & weekends

**1990 Volvo B10M Jonckheere Deauville**  
51 reclining seats plus courier with retractable seat belts. Rear sunken toilet. Continental door, wired for video and monitor. 12 months MoT. Good condition **£21,000 + VAT**

**Contact Neil**  
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**Mobile: 07733 368749**  
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## Bowers Coaches Fleet Disposal

Bowers coaches have for sale the following vehicles:

**2002 Neop SOLD** 49 seats to full exec specification including DVD and Hoover  
**1998 Setra S250** Spl 48 seats to full executive specification including twin monitors and DVD Ex-Cruise

**1994 Setra K113 Van Hool Alizee H** 49 seat executive

**1991 Mercedes 814D** Reeve Burgess 33 seats dual purpose body with seat belts

**1989 Mercedes Benz 811D** Auto Wadham Stringer 31 seat service bus

**1988 Mercedes 709D** Manual Reeve Burgess 25 dual purpose seats with belts

**1988 Mercedes Benz 709D** Manual Reeve Burgess 25 high back seats service bus

**Leyland National Mk1** Volvo re-engineered by Trent, 52 seats, 12 months MOT

All vehicles taxed & tested and in daily use

Please contact for prices and specifications Michael Bowers,  
Bowers Coaches, Chapel-en-le Frith, High Peak SK23 0NU  
01298 812204

## COACHES FOR SALE

### 1997 SETRA S250 SPECIAL

48 Ambiente seats with leather headrests. Rear toilet, water boiler, fridge, radio/tape/pa and video. Fully carpeted, on board hoover, air conditioning, Alloy wheels, low mileage, 260K

**Price £72,500 + VAT ono**

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49 softline seats with nets & fold down tables. Centre toilet & exit, water boiler, fridge. Radio/tape/cd and twin monitor video system. Satellite navigation. Fully carpeted, double glazed, on board hoover, air conditioning, alloy wheels.

**Price £135,000 + VAT ono each**

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1993 Volvo B10M Jonckheere, 53 recliners	£42,000 + VAT
1993 Volvo B10M Jonckheere, 53 recliners & toilet	£42,000 + VAT
1988 Volvo B10M Duple 340, low driver, 49 recliners plus toilet	£12,000 + VAT
1985 Volvo B10M Paramount 3200, low driver, 55 recliners	£7,000 + VAT
1983 Volvo B10M Duple Dominant 4, 53 seats	£2,000 + VAT

**Full service history available. All in excellent condition.**

**H and J Miller**

Box near Bath, 15 mins from Junction 18 (M4)

Telephone Keith 01225 742460 or 07970 208642

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*offer for sale the following vehicles*

**2001 Toyota/Caetano Optima V**, 22 seats with belts, MOT 3/8/05 and new engine fitted in July 03. Six speed gearbox ..... **£38,000 + VAT**  
**1999 Plaxton Cheetah/Mercedes** 25 seats with belts, MOT 11/2/05, power door, courier seat, radio p/a ..... **£37,950 + VAT**  
**1987 Bova Futura/DAF FHD**, 49 seats with belts, MOT 3/3/05, radio p/a ..... **£19,950 + VAT**  
**1989 Bova Futura/DAF FHD**, 49 seats with belts, MOT 21/10/05, radio p/a ..... **£22,500 + VAT**

All vehicles are well maintained, can be put in base colour and are available now. No "sensible" offer refused. New vehicles arriving

**Contact Peter Johnson on 01564 797000 or 07979 245033**

**Edinburgh Coach Lines Ltd has become the Scottish Agents for Leinster Vehicle Distributors of Urlingford, Ireland. We have the following new vehicles for sale.**

**The Brand New:- LX29 on Mercedes 0814 chassis as seen at the Bus & Coach show. This vehicle has 29 reclining seats, air conditioning, tv/dvd, radio/pa system and 3 point belts. Also fitted with retarder/brake exhauster**

**Priced at £87,500**

**We have the following used vehicles for sale:- New Winter Sale Price**

**1989 Setra S215 HD (White)** 49 reclining seats, toilet, fridge, radio & PA system. Wired for video. MOT'd till Dec 2006. **£22,500 ono**

**1990 Setra S215 HD** all details the same as above. MOT'd till Dec 2006 **£25,000 ono**

**1997 Setra S250 (8 Speed Gearbox 4/4) (P)** plate with 48 reclining seats, fridge, toilet, TV/video, hot water dispenser. Taxed and MoT'd. These vehicles are in immaculate condition and have been maintained to a very high standard. **Choice of 3 £77,500 each**

**1997 Setra S 250 Auto (R)** Plate with the same specifications as the vehicles above. Again there is a choice of 3 **£82,000 each**

**1998 Volvo B10M Caetano Enigma (White)**, 51 reclining seats with air-con, radio, pa system, wired for video and MoT'd till March 2006 **£70,000 ono**

**1998 Volvo B10M Caetano Enigma (Silver)**, with 49 reclining seats, toilet, radio, PA system, tv/video. MoT'd till June 2005. **Choice of two £67,500 ono**

**1996 Toyota Optimo's. Choice of 3 (2 silver, 1 white)** with large boots, all have air-con & radio/pa systems with large boots. MoT'd till March & April 2006 **£12,500 ono**

**1997 Toyota Coaster (4 cylinder)** 18 seater with air-con, radio pa system & large boot. MoT'd till Feb 2006 (will sell with new MoT) **£12,500 ono**

**All these vehicles have removable vinyls.**

**All prices are plus VAT and sale only**

**Contact Peter on 0131 554 5413**

**We also have a vacancy for a fully qualified diesel mechanic at our Edinburgh base. Experience with Setra, Scania & Volvo engines preferred but not essential as supervision will be given**

## Lawn's Coach & Bus

Due to fleet restructure & imminent new vehicle arrivals, the following surplus vehicles are available for sale. All MUST be sold.

**1988 (P.P.) Leyland Tiger Paramount 3200.** 6 sp. Manual, 49/55 seats, seatbelts, n/s saloon de-mountable toilet, servery, crew seat, **COMPLETE RE-PANEL** approx 2 years ago, exterior stock white, interior grey, MoT June 05. Some double glazing seals gone. **£9,950 plus VAT**

**1997 (R) Mercedes 711 Mellor**, (Beaver look-alike) 5 sp. Manual, 29 seats, seatbelts, power door, coach spec, tinted single glazing, racks, reading lights, forced air, exterior white/black/red, interior grey chevron stripe, boot, MoT November 05 **£17,500 plus VAT**

**1993 (L) Mercedes 711 Beaver**, 5 sp. Manual, 25 seats, seatbelts, power door, coach spec, tinted single glazing, luggage racks, exterior white/brown/orange, interior brown chevron stripe, boot, MoT Oct 05 **£11,500 plus VAT**

**1991 (J) Mercedes 709 Beaver**, 5sp Manual, 25 semi-high backed seats, seatbelts, power doors, dual purpose, luggage racks, exterior stock white, interior brown gumdrop, re-trimmed 2001, MoT March 05. Will test if required **£5,000 plus VAT**

**Please call Mrs Bond on 01759 372454 for viewing. (Yorkshire)**



# FORECOURT

## LOOK!!

### ● SERVICE BUSES & COACHES

- 03/03 **SLF DART.** Rare opportunity to buy a one owner 7/03 registered 10.7m SLF Dart with only 26,000 recorded miles! Various seating / wheelchair configurations. Immaculate! ..... **£75,000**
- 92/J **DARTS.** Excellent 9.8m examples with the strong Wright Handybus body. 40 seats plus 18 standing. **Reduced Pollution Certificates.** Later style screens, split steps. These won't hang around for long! ..... **£9500**
- 90/G **OLYMPIANS / CUMMINS L10 / ZF.** Big 78 seaters + 17 standing. One owner, nice tidy bodies and interiors. Extremely sought after specification and go really well. **ONLY ONE LEFT!** Recently tested..... **£19500**
- 83/Y **TITAN.** Unusual single door 66 seater with Gardner turbo. Retrimmed. Recent test. This is a one owner vehicle and drives really well. Not your usual Titan!..... **£4950**
- 83/Y **TITANS.** Single-doored. Good strong buses. Various layouts. Some are one owner and straight from well regarded municipal owner. Still the best riding deckers!..... **From £3500**
- 80-82 **METROBUSES.** One municipal owner. Single doored. Mechanically exceptional and most have long tests. Some are 4-speed with higher speed diffs so a bit special! ..... **From £3500**
- 94reb **GREENWAYS.** 11.6m 49 seat Volvo powered examples. Two only, one of which has rare dual-purpose seating. Bus seated one has recently been tested. We rate these!..... **From £5500**
- 93reb **GREENWAYS.** 10.6m 41 seat Gardner 6HLXB powered examples in very good shape throughout. Semi-auto, excellent interiors. Always sought after. Various tests. Our biggest sellers and the best value heavy duty single-deckers on the market. .... **From £2500**
- 94reb **GEENWAYS.** Last few available. Superb 10.6m Gardner/ZF dual-door examples in great shape. Fully auto with retarders. Semi-standee interiors with seating for 24 + 48 standing. Ideal for airport, docks or shuttle work, or will up-seat easily..... **From £2500**
- 95reb **NATIONAL 'URBAN BUS'** Rare Cummins / Allison powered rebuilt National. Very tidy 49 seat + 24 standing interior. Drives like a heavyweight Dart! Reliable beast which is known as 'Frankenstein' due to its hybrid content. Great spare bus. .... **£2500**
- 86-9 **LYNX/TL11 or GARDNER TURBO.** Choice of untested ones needing cosmetic TLC ..... **From £1500**
- 77/S **UNUSUAL LEOPARD.** Re-bodied in the mid-80's with a Berkhof Esprite. Semi-auto, excellent 51-seat interior. This is an absolute gem to drive and looks great too..... **SOLD**
- 80-83 **Mk1/Mk2 NATIONALS.** Last few. Gardner and Leyland engines. Various specs. **From £750**

### ● OPEN TOPPERS

- 71-81 **VARIOUS.** Bristol VR's and Atlanteans. Assorted specs, tests and prices ..... **PHONE**
- 84/A **TITAN.** Marketing/hospitality unit. Semi open-top with enclosed upper forward saloon. Engine just rebuilt. New test. Hard to find these sort of conversions for non-PSV use **PHONE**

### ● VINTAGE

- 1965-8 **ROUTEMASTERS.** Big 72 seat LWB versions with Cummins re-power. From a well regarded source and in excellent shape. Some tested. Not the cheapest ones around but then you get what you pay for and these are selling out fast. **LAST FEW!** ..... **RING!**

**PRICES ARE + VAT AND SOME VEHICLES MAYBE ON CONTRACT TYRES.**

**ALL RUNNING VEHICLES ARE FULLY GUARANTEED TO THE GATES OF THE YARD.**

**NO MUD, NO MISDESCRIPTIONS. NO EXTRA CHARGE FOR GRAFFITI, MOULD & ETCHED GLASS!**

**ALWAYS A FURTHER CHOICE OF VEHICLES AVAILABLE OR SOURCED TO ORDER.**

**+ LOADS OF SPARES IN STOCK.  
SERVICE BUSES ALSO AVAILABLE FOR LOAN HIRE.**

**WE ARE ENTHUSIAST'S OFFERING A POLITE & FRIENDLY SERVICE WHICH IS WHY MORE THAN 50% OF OUR BUSINESS IS REPEAT.**

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**SITUATED JUST 5 MINUTES FROM M25 J10 (A3 SURREY)  
VIEWING IS STRICTLY BY APPOINTMENT ONLY**

### Peter Carol Coaches offer the following vehicles for sale

**1998 Neoplan Cityliner 32/48 sets,** manual g/box. Mercedes engine, air conditioned, toilet. 3 TV's, VHS video, CD. Reversing camera. Alloy wheels. Excellent condition with low mileage ..... **£85,000 ono**

**2002 Noge Catalan 350 ZF automatic gearbox,** MAN engine, 49 seats. Air conditioned, VHS/DVD video system with 2 TV's. Toilet, servery. Reversing camera. Excellent condition. Very low mileage ..... **£115,000 ono**

*All the above vehicles have been owned by Peter Carol from new and have been maintained regardless of costs*

**Tel: 01275 839 839**

803/1014168/FC

### Volvo B10M 1992 K Reg Jonckheere Deauville

53 seats plus courier, double glazed, radio P/A, MoT November '05. Excellent condition. **Possible part exchange £33,000 + VAT ono**

### Volvo B10M 1986 Paramount 35

53 seats plus courier, retrimmed. 12 month's MoT, radio P/A. Excellent condition **£10,500 + VAT ono**

**Tel: 01782 513666  
or 01782 772097**

803/1014282/FC

**1989 Cummins L10 Plaxton Paramount 3500** 51 retrimmed recliners, toilet, retractable belts, T&T, excellent mpg, resprayed white, good condition **£14,000**

**1987 DAF MB230 Plaxton Paramount 3500** 51 recliners, toilet, TV/video, retractable belts, T&T, good reliable vehicle, resprayed white, good condition **£8,000**

**or £20,000 the pair**

**(01269) 870609  
07879653050**

803/1014238/FC



### 97 'P' Mercedes 709

24 seater coach, 48,000 miles, warranted mileage, 7 months tax, front air door, rear double air doors, underslung tail lift. Unwin tracking. 1 owner, sky lights, roof lights. Mint condition throughout **£11,995 + VAT**

**All credit cards accepted  
Parkway Commercial  
Tel: 0208 759 3969  
Mobile 07766 670 411  
Mobile 07831 312 879**

803/1014190/FC

### 1992 Volvo B10M Jonckheere

*53 seats with belts,  
rear sunken toilet.  
Many new parts*

**£30,000 + VAT ono**

**Tel: 07762140858**

803/1013667/FC

### 1993 DAF SB3000 DKV Van Hool Alizee

Manual gearbox with new clutch

49 recliners + courier, centre sunken toilet, continental door, drinks machine, fridge, twin monitors, video, PA, mic, radio, CD, webasto, Finnrad heating system, dark tinted double glazed windows, curtains, headrests, footrests, aircraft lockers, carpets, ABS, Ferry lift & kneeler. Alarm system. 1 previous owner driver, stunning condition, low mileage, all white, 12 months MoT. Owner driven and only used on our own tour programme, maintained to the highest standard. Lots of money has been spent on this vehicle and is a very reluctant sale. Give us a call to find out more information **£44,995 + VAT** or sensible offers considered

**Royles Travel Tel: 0114 245 4519**

803/1014246/FC

### 1982 (P/P) Ford T152 Plaxton Supreme

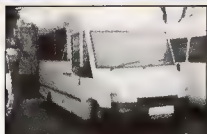
33 E type seats with belts, 2 owners from new, MoT 24/4/05 **£2,450 plus VAT**

**Tel: 01725 514409 or  
07960 873 537**

803/1014224/FC



# FORECOURT



## 95 M Ford Transit 190 Minibus

25,000 kms, sliding lower entry door, rear underslung tail lift, double doors, 3 point seatbelts, direct council bargain ..... **£4,995 + VAT**

All credit cards accepted  
Parkway Commercial  
Tel: 0208 759 3969  
Mobile: 07766 670411  
Mobile: 07831 312879

803/1014191/FC

## VOLVO 57 SEATERS

2 x 1994 'M' Volvo B10M Plaxton Premiers 57 reclining seats, recently re-trimmed. Both manuals, aircraft lockers. TV, video, in white. Owned from new..... **£38,000 each + VAT**

MoT until Sept '05 & Jan '06

1 x 1993 Volvo B10M Van Hool Alizee T8 Manual, 57 reclining seats, recently re-trimmed, aircraft lockers, wired for TV, video. Mark 4 front bumper. In white, owned from new..... **£33,000 + VAT**

MoT Dec '05

1 x 1988 Volvo B9M Caetano Algarve Manual, 38 recliners, toilet, water boiler, TV, video, panier lockers. In white ..... **£17,000 + VAT**

MoT Feb '06

Contact Darren or John  
Tel: 01524 720033 (Lancs)

803/1014191/FC

## 1989 Volvo B10M Duple 340

55 re-trimmed seats, radio, PA, exterior 45 inch wide team. **SOLD**  
MOT 07/05 (will re-test)

**£11,500 + VAT**

## 1989 DAF LAG

49 plus courier, re-trimmed, toilet, tv/video, boiler, webasto, white exterior. MOT 09/05

**£11,500 + VAT**

Tel: 01799 508013

Mob: 07740 511 536 (Essex)

803/1014242/FC

## 1997

## Dennis Javelin

10 metre, 43 reclining seats. New test. Good condition. Owned from new **£50,000 + VAT**

W. Gordon and Sons  
01709 821 622  
07768 756636

803/1014096/FC

## 2001 Volvo B10M Jonckheere

51/53 seats, air conditioned, TV/Video, radio PA, alloy wheels

**£117,500 + VAT**

P and J Ellis Ltd  
0208 961 1141

803/1013981/FC

## P Registration - 1997 Plaxton Excalibur Dennis GX

Full executive 49/53 seater with air conditioning. Also, with toilet, shades and servery. Double glazed and curtains. Courier seat, very low mileage - approx. 135,000 km. Tour use only. Choice of two - white. Long or new tests **POA**

**N Registration - 1996 Plaxton Premier 3500** 49 seater executive coach. Has rear continental door and courier seat. Tea/coffee making and toilet. Double glazed and curtains. Again very low mileage. Very clean coach **POA**

**Toyota Optimo 1 - 1990 registration** 21 seater coach plus courier. Curtains, plug door, owned from new. Clean and tidy. **£2,500 or nearest offer. Test until June - tax until July**

**Bristol VRT - 1981 registration** 74 seater double decker. Very clean and tidy. Low height body. Short test and tax. Owned for last fourteen years. Would suit enthusiast. Drives well **£1,500**

All sensible offers considered on any vehicle. Phone either Ken or Paul

**01352 700217**

803/1014247/FC

## 1992 VOLVO B10M VAN HOOL ALIZEE

57 seater, retrimmed seats, webasto heater, 1 year's MOT, inspection welcome.

One previous owner, service history from new

**£34,950 + VAT**

Ingleby's Luxury Coaches Ltd, York

Tel: 01904 637620

803/1014263/FC

## NDY Coach Sales Durham

### 1996 Dennis Javelin

70 seater new conversion on low mileage Wadhams Stringer Vanguard Coach prepared to as new standard

### 1997 Mercedes Sprinter 312D

Best example of a superior vehicle. Extras include slide access doors both sides. Racks, tracked seating, three point belted high back seats (10). Air conditioning Webasto. Phone and fax machine. Heated driver seat. Alloy wheels. Tacho, radio, cassette. Enhanced suspension system. Tow bar. Low mileage one fastidious owner.

We are relocating the contents of our CHAPEL, many bargains to be offered for moquettes and trim far too numerous to list.

Tel: 0191 3771802 Mob: 07836 545045

803/1014259/FC

## 1994 LAG

MAN engine, 49 seater, executive coach, new test

**£45,000 + VAT**

Roberts Coaches,  
Aberystwyth

803/1014267/FC

Phone for details  
**01970 611085**

1986 Volvo B9M Algarve, 39 str + toilet, MOT Oct 05..... **£15,500**

1986 Volvo B10M Paramount 3200, low driver, 53 seater, MOT June 05..... **£18,000**

1994 Mercedes 709 Alexander, 25 seater service bus, MOT Nov 05..... **£5,000**

1991 Volvo B10M Paramount 3500, 49 str + toilet, MOT Apr 05..... **£29,950**

1981 Volvo B10M Viewmaster 53 seater, MOT Nov 05, exceptional condition..... **£15,000**

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19 seater, MOT Nov 05

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**P97 Ford Transit Diesel LWB** S/H/R factory minibus, 14  
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**Volkswagen, LT 46 LWB**, 2.5 ltr Turbo Diesel, Date first registered: 05/06/2000, Colour: White, No. seats: 16, No. owners: 1, very good condition, Manual transmission, Mileage: 53000 miles, MOT until: 04/04/2005, Air conditioning, coachbuilt body, electric power door, Radio lift under floor wheelchair lift, 16 seats all removable, fully tracked floor, PSV tested, COIF, **£19,750 plus VAT**



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### P REG RENAULT B110 MESSENGER 12 SEATER

Features front entry power door, 12 highback detachable seats, Ricon clearway tailift, power front entry door with lowered step, automatic gearbox, long test, good condition, finished in blue

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### W2000 FORD TRANSIT 14 SEATER

Standard factory, 14 seater, highback M2 seats, 3 point belts, sliding side door, finished in white

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## H.P

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**£89 P/W**

BASED ON 5 YRS NO  
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RESTRICTIONS

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**£14250**

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RESTRICTIONS**  
ALL PRICES ARE PLUS VAT

## H.P

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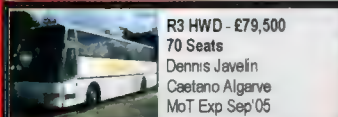
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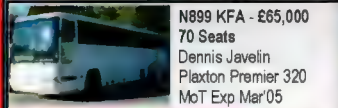
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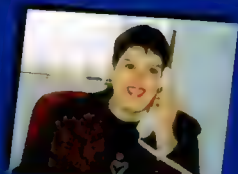
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**84 to 86 Seats with ELC Body, Turbo, ZF**  
Auto, Single Twin Door, High Speed  
plus 9 Standees Height 15ft  
VERY GOOD CONDITION

**Neoplan Double Decker Coaches Choice**  
of 86 - 88 Finance Available  
1988 New Engine, 77 Seats

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Airport 1999 Neoplan Spec.  
Super Low Floor Bus 12 Metre, Partly Rained  
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Telma Large Engine, Exceptional £8000.00  
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1995 up to Seven Horses, CCTV, Full Kitchen  
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IMMEDIATE DEL. MIN TO 10.1 10.7 & ENVIRO SOLO MOST SIZES  
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**2002 To 1999 MINIDART 29 Seated**  
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New Mini Dart Special Seats, & 3 Point Belts

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**1994 - 96 Darts** - Plaxton 32 Seats Ramp - Due in

**Mercedes Dual Purpose**  
New and Used DDA Compliant, Dual  
Purpose with 33 Hiback Seats with 3  
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Kneeling, Auto or Manual - In Stock

**Mercedes New 33 Seat**  
Plaxton Full Coach Spec, Manual or Auto  
Large Boot, Power Door, PA  
System, Double Glazed Forced  
Air Vent, Reading Lights, Dong 20mp

**IMMEDIATE CHOICE OF AUTO EARLY**

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DDA Manual or Auto or 33 Seats 68 mph  
Non Air Suspension - Also in Stock

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1993 Mercedes 814D 33 Seat Coach  
33 Seat Coach Specification

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1999 Plaxton Cheetah 25 Jumbo Boot  
1998 Mercedes 814D 33 Seat Coach  
1998 Mercedes 814D 33 Seat Coach  
1993 Mercedes 814D 33 Seat Coach  
33 Seat Coach Specification

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New Beaver 2 Plus 12 mph  
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Luxury Mercedes Coach all Extras  
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Super Finish & Performance  
Available in Long & Extra Long  
88 BHP 109 BHP 150 BHP, Luggage  
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### IVECO BEULAS EURO RIDER



2002 (Sept) 52 reg. with Stergo "E" body, automatic transmission, 49 reclining seats, climate control, continental door, toilet, servery, video/cd/radio, tinted glass.

Full continental spec, nominal mileage, one year's MoT. Sale due to company closure

**GREAT SAVING ON LIST PRICE £120,000 + VAT (P/X considered)**

### 1994 BLUEBIRD SCHOOL BUSES



**71 PASSENGERS BUS**

RHD, 51 seats plus 20 standees, Cummins eng, auto transmission, excellent cond, 1 owner, MoT May 2005.

Choice of two.

Very good value. Part ex-considered

### 1990 IVECO



28 seats, rear wheel chair lift, PSV tested

**£3,950 + VAT**

**SALE**

### MERCEDES NOUVELLE SR AUTO BUS



Reg Oct 2001 (51 reg), 32 seats, large boot, forced air, P/A, radio/stereo, curtains, tinted glass, nominal mileage. Great saving on new price

**Bargain**

**£59,750 + VAT**

### 1996 DENNIS JAVELIN



Wadham Stringer Mark 3, MoT'd Feb 06, heater system, superb condition. Must see.

Choice of 3

**£POA**

### 1998 (July) MERCEDES 814 VARIO



Automatic, MoT, Class 5,

18 seat and wheelchair

**BARGAIN**

**£11,500 + VAT**

## DENNIS JAVELIN

### ex-MoD 12 mtr DENNIS JAVELIN



70 Cogent seats, 1992 into service, air suspension, 6 speed gearbox, Cummins 8.3 engine (recently replaced PA system), MoT October 05 (COF). Registered 2002

**£POA**

### DENNIS JAVELIN 1996



**8.5 METRES 31/35**

Mk3 body, large boot, 3 point seat belts, high back seats, air suspension, Cummins C220 engine, full years MoT, low mileage. Just fitted new engine. Must be seen, superb condition.

**£POA**

### DENNIS JAVELIN 1993 10 METRE



49 high back seats, air conditioned, sold with 14 month MoT

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### DENNIS JAVELIN 1994 8.5 METRE



36 new retrimmed seats

with 3 point belts, 12

months MoT,

ready for service

**£POA**



**MOSELEY****VANHOOL****VOLVO****BOVA****IN THE SOUTH LTD.**

## USED COACH SELECTION

### BOVA

**1998 BOVA FUTURA FHD**, 49 reclining seats, air conditioning, centre sunken toilet, continental door, fridge, water boiler, video & monitor, retarder. Interior - blue/red. Exterior - white.

**1996 BOVA FUTURA FHD**, 49 reclining seats, centre sunken toilet, continental door, fridge, water heater, air conditioning, wired for video & monitor. Interior - grey/red. Exterior - white/yellow.

**1996 BOVA FUTURA FHD**, 49 reclining seats, centre sunken toilet, continental door, fridge, water heater, wired for video & monitor. Interior - grey. Exterior - white.

**1990 BOVA FUTURA FHD**, 55 reclining seats. Interior - brown. Exterior - white.

**1988 BOVA FUTURA FHD**, 49 reclining seats, centre sunken toilet, continental door. Interior - grey/multi. Exterior - red/white.

**1986 BOVA FUTURA FHD**, 53 reclining seats, courier seat, seat belts, centre sunken toilet, continental door, drinks machine, double glazed, video & monitor. Interior - Brown graffiti. Exterior - white.

### VOLVO

**2000 VOLVO B10M VAN HOOL ALIZEE T9**, 46 reclining seats, rear servery incorporating fridge, water heater, sink & storage cupboards, rear floor level toilet, wired for video & monitor. Interior - grey/maroon. Exterior - white/maroon.

**2000 VOLVO B10M VAN HOOL ALIZEE T9**, 53 reclining seats, rear floor level toilet, power operated in-swing entrance door. Interior - grey/maroon. Exterior - white/maroon. Choice of 2.

**1999 VOLVO B10M VAN HOOL ALIZEE T9**, 49 reclining seats, rear sunken toilet, fridge, water boiler, air conditioning, wired for video & monitor. Interior - orange/black. Exterior - white. Choice of 3.

**1997 VOLVO B10M BERKHOF AXIAL**, 49 reclining seats, centre sunken toilet, air conditioning, wired for video. Interior - grey/multi. Exterior - white/yellow.

**1996 VOLVO B10M JONCKHEERE DEAUVILLE**, 49 reclining seats, centre sunken toilet, continental door, fridge, drinks dispenser, wired for video & monitor. Interior - grey/red. Exterior - white.

**1995 VOLVO B10M JONCKHEERE DEAUVILLE**, 51 reclining seats, centre sunken toilet, continental door, wired for video & monitor. Interior - blue. Exterior - white.

**1995 VOLVO B10M VAN HOOL ALIZEE**, 53 reclining seats. Interior - grey/red. Exterior - white.

**1994 VOLVO B10M VAN HOOL ALIZEE**, 50 reclining seats, rear sunken toilet, continental door, air conditioning, drinks dispenser, wired for video & monitor, Telma retarder. Interior - Autumn tint. Exterior - red/white.

**1993 VOLVO B10M JONCKHEERE DEAUVILLE**, 53 reclining seats, Telma retarder. Interior - Autumn tint. Exterior - White. Choice of two.

**1993 VOLVO B10M VAN HOOL ALIZEE**, 48 reclining seats, rear toilet & continental door, aircraft style hat racks, air conditioning, drinks machine, Webasto heater, wired for video & monitor. Interior - brown. Exterior - white.

**1990 VOLVO B10M JONCKHEERE DEAUVILLE**, 51 reclining seats, rear sunken toilet, continental door, drinks dispenser, wired for video & monitor. Interior - red. Exterior - white.

**1990 VOLVO B10M VAN HOOL ALIZEE**, 49 reclining seats, centre sunken toilet, continental door. Interior - grey/red. Exterior - white.

**1990 VOLVO B10M JONCKHEERE DEAUVILLE**, 51 reclining seats, rear sunken toilet, continental door, wired for video. Interior - maroon/grey. Exterior - white.

**1989 VOLVO B10M VAN HOOL ALIZEE**, 53 re-trimmed seats. Interior - red. Exterior - white.

**1983 VOLVO B10M PLAXTON PARAMOUNT 3500 (RE-BODIED 1991)**, 53 reclining seats, powered entrance door. Interior - grey. Exterior - white.

### IVECO

**2002 IVECO BEULAS EL MUNDO**, 48 reclining seats, air conditioning, rear toilet, servery with fridge, drinks dispenser & storage cupboards, wired for video & monitor. Interior - grey. Exterior - cream. Choice of 3.

**2000 IVECO BEULAS STERGO**, 48 reclining seats, air conditioning, centre sunken toilet, fridge, water heater. Interior - green. Exterior - silver.

### MINI - MIDI

**2002 TOYOTA OPTIMO V**, 22 reclining seats, courier seat, powered entrance door. Interior - blue. Exterior - blue/gold.

**1998 MERCEDES 814 PLAXTON CHEETAH**, 29 seats, power operated entrance door. Interior - grey/red. Exterior - white.

**1997 MERCEDES 814 AUTOBUS CLASSIQUE**, 24 seats, powered door, large luggage locker. Interior - blue. Exterior - white.

**1996 MERCEDES 814D ROBIN HOOD**, 25 reclining seats, courier seats, power door, air conditioning, large boot. Interior - grey. Exterior - white.

**1996 TOYOTA OPTIMO III**, 21 seats. Interior - blue/grey. Exterior - white.

**1993 MERCEDES 814 AUTOBUS CLASSIQUE**, 29 seats, 2 tables, powered door. Interior - grey/red. Exterior - white.

**1992 TOYOTA OPTIMO II**, 18 reclining seats, one table. Interior - brown. Exterior - white.

**1990 TOYOTA OPTIMO**, 21 seats. Interior - brown/orange. Exterior - grey/blue.

### DENNIS

**1998 DENNIS GX NEOPLAN TRANSLINER**, 53 reclining seats, air conditioning, drinks dispenser. Interior - blue/grey. Exterior - white.

### SCANIA

**1992 SCANIA K93 PLAXTON 3500**, 51 reclining seats, centre sunken toilet, continental door, wired for video & monitor. Interior - red/grey. Exterior - white.

**1990 SCANIA K93 DUPEL 320**, 55 re-trimmed seats, power operated door. Interior - brown. Exterior - white.

### DAF

**1988 DAF SB300 VAN HOOL ALIZEE**, 51 reclining seats, centre sunken toilet, continental door. Interior - grey. Exterior - white/maroon.

**1988 DAF DKFL CAETANO ALGARVE**, 51 reclining seats, centre sunken toilet, continental door. Interior - red. Exterior - white.

**1984 NEOPLAN JETLINER (DAF 11.6)**, 51 reclining seats. Interior - grey/red. Exterior - white.

### MAN

**2000 MAN 13-220 BERKHOF AXIAL**, 41 reclining seats, rear continental door, air conditioning. Interior - blue. Exterior white.

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Mercedes 814 MWM33, coach seats, stainless steel frame .....IMMEDIATE  
Mercedes 814 MWM29, as above but with Air-Con .....FEBRUARY  
Mercedes 413 ONYX, 16 seats with O/S door and wheelchair lift .IMMEDIATE  
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2004 Mercedes 814 Onyx, 24 seats, Racks, Boot & P/Door  
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**2004 Mercedes 814 Onyx**  
24 seats, Telma, Racks, Boot and P/Door



**Mercedes 814 MWM33**  
Coach seats, stainless steel frame. Immediate delivery.  
Interior Blue or Burgundy

## END OF LEASE SALES



TWO 1999 (T) VOLVO B10M PLAXTON  
PREMIERE 350 Manual, 48 seats, rear  
toilet and continental door, refrigerator,  
recliners, seat belts, air con, crew seat,  
power door, double glazing



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PRIMA Automatic, 57 recliners, seat belts,  
air con, crew seat, power door,  
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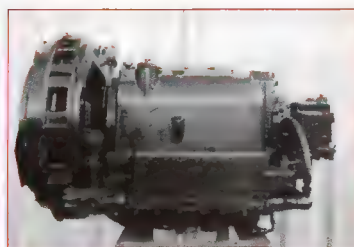
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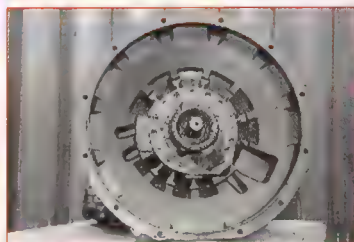
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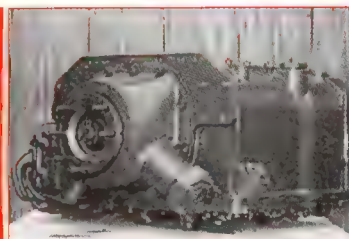
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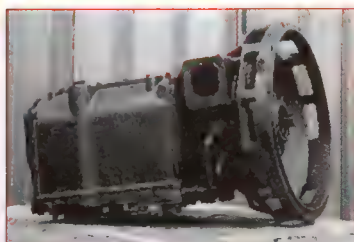
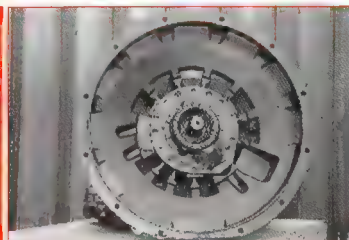
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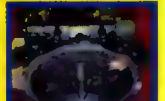
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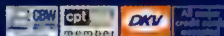
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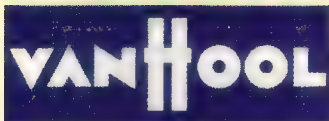


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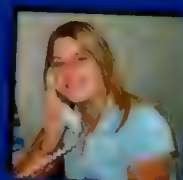
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## DVD Autochanger from Autosound



### The Autosound DVD Autochanger

Autosound Limited, the Bradford based coach audio/video specialist have announced the introduction of a 6six disc DVD/CD changer.

The unit is priced at £285.00+vat and is ideal for

replacing ageing video players giving operators more flexibility for their passengers.

For further details on Autosound products, contact them on 01274-688990

## LOOK CCTV in Plymouth

Plymouth City Council is using LOOK CCTV systems to reduce the incidence of anti-social behaviour on school buses. In a fund matching initiative with the local education authority, eight double-deck vehicles have been retrofitted with an eight camera X200 digital CCTV system which includes one forward facing camera to monitor behaviour at bus stops. Evidence gathered from the cameras is shown to schools who take appropriate action. Plymouth Citybus Operations Director Phil Smith observed that this has already resulted in a marked improvement in behaviour.

A further eight Plymouth Citybus vehicles, newly delivered Alexander Dennis

Darts, have been fitted with four camera X200 systems to improve safety on normal services. A match funding approach with Devon and Cornwall Police's Police Community Initiative is likely to result in a further four vehicles being equipped.

The images from the X200 cameras are stored on removable 2.5" hard disk cartridges that store 120Gb of data and feature a fragile watermark to deter modification to the data. Images are readily transferred and analysed using LOOK image management software.

More details on LOOK CCTV systems from Alan Myers on 01253 891222.

## Specialist heavy duty distributor network for Delco Remy

Remy Automotive UK Ltd has announced that it is setting up a small dedicated group of independent distributors for its Delco Remy Heavy Duty rotating electrics brand. The initiative will focus resources on 50-60 dedicated specialist Heavy Duty stockists who will receive marketing and technical support as well as priority ordering and preference on range additions.

It is anticipated that the stockists will be independent auto-electrical companies specialising in rotating electrics who will stock Delco Remy as their preferred product. For further information or to become a specialist Delco Remy Heavy Duty distributor, contact Dave Moscovitz, UK Heavy Duty Manager on 01543 442180.



Part of the Delco Remy Heavy Duty range.

## Electrical engineering from Antares

Antares, supplier of electrical engineering solutions to the specialist vehicle industry, has introduced a range of products to supply and distribute electric power on board specialist vehicles including buses and coaches.

The CANBUS multiplex system is the result of a technical partnership with Standby AB and

is suitable for any vehicle where complex switching, timing and interlocking is required. The Utility Power System creates quality mains voltage power on the move with outputs from 600W to 3000W.

Further details from Mary Young at Antares (Europe) Ltd on 01753 890888 or via eMail [info@antares.co.uk](mailto:info@antares.co.uk)

## Majorlift launch new four tonne scissor jacking beam

Majorlift have announced a new four tonne scissor jacking beam to be supplied with its three year Majorlift warranty.

With the increasing demand for heavier four wheel drive vehicles and larger commercial vans, there has been a developing demand by Majorlift customers to maintain and MOT those heavier vehicles efficiently and safely.

The new four tonne scissor jacking beam fills the market gap between the current 2.8 tonne (Class vii) beam and the much

more heavily designed and constructed six tonne beam.

There are two versions of the new beam, the HPJ4, four tonne manual hydraulic and the MPJ4, four tonne air hydraulic with a range of optional extensions.

Further details from Majorlift on 01454 299299.



The Majorlift four tonne scissor jacking beam.

## Rosco Golden Jubilee poster

To celebrate 50 years of promoting safe driving and service to the bus and coach industry, ROSCO has produced a special poster carrying the message "advancing safe driving as vehicles progress". It depicts vehicles in service when ROSCO was founded in 1955 and more modern designs of 2005. The poster, sponsored by Nationwide Transport Breakdown Services and Nationwide Coach Assistance,



will be available to the companies which between them enter some 40000 drivers for ROSCO Safe Driving Awards. It joins the series of ROSCO posters which last year addressed the issues of bridge bashing, speed limits and obscured visibility. For more information, contact Tony

Beetham, Secretary, ROSCO on 01865 775552.

## JourneyScreen in Stirling

Stirling Council has installed the JourneyScreen system from JourneyPlan to give its bus passengers better access to timetable information. The system initially consists of eight large display screens in the city centre bus station, to which will be added TFT and plasma screen displays in the main shopping centre. The displays show the next departure from ten stances based on scheduled timetable information. The

JourneyScreen system has the benefit of using existing PC hardware running windows software.

Touch screen terminals in the bus station, shopping centre and university allow access to the JourneyPlan Internet Journey Planner incorporated in Stirling Council's website.

Further details from JourneyPlan on 01383 731048, website [www.journeyplan.co.uk](http://www.journeyplan.co.uk)





## Solo in the Cotswolds

Further buses from the Stagecoach Group order for 100 Optare Solos have recently entered service with the West and Wales regional company in Stroud, Gloucestershire. The two vehicles are allocated to a tricky, hilly route on the edge of the Cotswolds, which is much frequented by elderly passengers. The 27 seat 8.5m Solo to Stagecoach Group specification is powered by a Mercedes-Benz 900 series engine driving through an Allison automatic gearbox.



## Diplomatic Euromidi

Stockport based Diplomat Travel has taken delivery of a new Irisbus Euromidi featuring Indcar Maxim II coachwork. Powered by an Iveco Tector engine driving through a six speed gearbox, the vehicle features 29 Kiel Avance seats, air conditioning, double-glazing, curtains, carpet, radio/CD player and air bags. The coach, which replaces an earlier Indcar bodied Euromidi, will be used on private and corporate contracts and was supplied by national Irisbus distributor, UK Coach and Bus Ltd.

## Euro Coach Builders LX for Hailstone

Taylor's Coach Sales have recently supplied a new Mercedes-Benz 0814D Vario with Euro Coach Builders LX bodywork to Hailstone Travel of Basildon, Essex. The new vehicle, which joins a fleet of Mercedes-Benz minicoaches with 12 to 33 seats, features 33 fixed seats with three point seat belts, air conditioning, double glazing, radio/CD/PA, a reversing camera, gangway carpeting and curtains together with a large boot and side luggage lockers.



## First new double-decker for Claribels

Claribel Coaches of Birmingham have put their first new double-decker into service. The VDL DB250 with fully DDA compliant East Lancs Millennium Lowlander bodywork was supplied by Arriva Bus and Coach. It joins a growing fleet of VDL SB200 Wright Commanders on contract, private hire and stage work on the Birmingham to Chelmsley Wood corridor. The vehicle is equipped with 77 MTB Cosmic 5 Urban seats with lap belts and three tip-ups, CCTV and radio/PA system. The optional four-speed Voith D854.3 automatic gearbox that has been chosen alongside a 249 bhp rated engine ensures that higher speeds can be maintained on longer journeys.



## South Mimms Travel increase capacity with a Plaxton Prima

South Mimms Travel have recently purchased a 70 seat Plaxton Prima bodied Volvo B7R to increase the capacity of their ten vehicle fleet. Supplied by Plaxton Coach Sales at Anston, the coach features three point seat belts, a DVD player and a reversing camera. It is intended primarily for operation on Hertfordshire schools work.





Commercial Vehicle Innovation

# Delivering Accessible Solutions for the disabled

Commercial Vehicle Innovation (CVI) is a division of the John Clark Motor Group and specialises in the manufacture of bespoke transport solutions for the public and private sector for the disabled passenger.

Operating through Volkswagen Van Centre (Edinburgh), CVI is working in conjunction with VDL Kusters to develop and market a low-floor directly wheelchair accessible minibus based on the VW LT46 109bhp panel van. It is also available on 158bhp. The vehicle, produced in Germany and converted in Holland, is a British standard vehicle and not an import.

Kusters is a long established name in Holland and indeed Europe, where it has a wide product base. In 1998, Kusters amalgamated into the VDL Group, the major Dutch engineering conglomerate, and hence VDL Kusters came into being as it is known today.

## UNIQUE DESIGN

The Kusters vehicle is enlarged by adding a middle section to the LT46 LWB chassis. In this way, CVI creates the extended vehicle required without the excessive rear-wheel overhang typical of alternative manufacturers. This offers a much more satisfactory road stability and safety in practice, and better drive and manoeuvrability for the operator.

## CUSTOMERS

This new version of the LT caused something of a stir at the Coach & Bus and CTA shows at the end of last year, as well as securing orders from local authorities and councils. Current customers include Greater Manchester Passenger Transport Executive, Monmouthshire County Council, Bristol Community Transport and Wiltshire



STUART MCKENZIE  
Northern Specialist

County Council. Europcar operates a passenger shuttle version of the minibus and have 10 vehicles providing 24-hour service to all Europcar passengers at Heathrow Airport, ferrying passengers on the premises.

## NORTH-SOUTH COVERAGE

CVI is establishing a southern base in Derbyshire, which will be managed by the Sales Operations Manager Mark Whittaker, the Southern Specialist. His colleague, Stuart McKenzie, the Business Manager, will concentrate on business in Scotland and the north of England. Therefore, between them they will form a network communication approach to inform current and potential customers of its products, provide demonstration and trial vehicles.

## EXPERIENCE

Mark and Stuart have 10 years of experience in this specialised industry, Mark previously with **Driveline Conversions Ltd** and Stuart with **Advanced Vehicle Builders**.

The main market places CVI will be helping find transport solutions for are local authorities, commercial transport associations, airports, airline companies and community councils.

## MAKES AND ACCESS

Although the Kuster product is supplied on Volkswagen chassis as standard, CVI is looking to provide the low-floor vehicle on a Mercedes Sprinter chassis with or without an automatic gearbox, and is in discussion with Iveco/Ford as an alternative base.

The vehicle is easily accessible, providing excellent ramp access, no social exclusion, reduced warranty issues with the ramp and a large access aperture.

Aesthetically, the vehicle has become a flagship within CVI's customers' fleets. Its striking looks and practicality are equally matched by the quality of build.

## CUSTOMER CARE AND SUPPORT

CVI customer care and support will be provided through dedicated service and warranty departments in Scotland and England giving 24/48-hour warranty response. It will also be holding stocks of all common parts in Derby, hence reducing potential down time. On top of this, CVI will be offering all its customers a bi-annual conversion maintenance plan.



MARK WHITTAKER  
Southern Specialist

## PRICE

This unique product is available from £49,999 (plus VAT and delivery), making it one of the industries most cost-effective low-floor minibuses. Demonstrations and appraisals can be arranged by contacting the regional specialists direct.

## CONTACT THE REGIONAL SPECIALISTS – PHONE OR WEBSITE

To discuss any requirements or to make an appointment with the CVI regional specialists, you can contact them on:

• Mark Whittaker – 07979 807909  
mark.whittaker@c-v-i.co.uk

• Stuart McKenzie – 07917 215509  
stuart.mckenzie@c-v-i.co.uk

Alternatively, log on [www.c-v-i.co.uk](http://www.c-v-i.co.uk)

# For March 2005 Delivery



A limited number of stock has been made available of the Innovative CVI low floor minibus manufactured by VDL Kusters. Based on the Volkswagen LT46 109bhp chassis, this established product is available immediately and is priced at £49,999 plus delivery and VAT. Join a stream of major local authorities to buy this aesthetically pleasing but practical wheelchair accessible low floor minibus.

The vehicles can also be refined or "up spec'd" at CVI to suit customer requirements should the available conversion not quite meet the needs of the end user. The main advantages of this product are as follows:

- Most cost-effective low floor product available
- Warranty plus bi-annual service
- No social exclusion
- Low floor access, non mechanical wheelchair access
- Huge accessible door aperture
- High build quality
- Ideal for Community Groups and Local Authorities
- Available for March delivery
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